

INLAND



SEAS

QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 4

FALL - 1948

NUMBER 3

INLAND SEAS is the bulletin of the Great Lakes Historical Society, an organization sponsored by the Cleveland Public Library. It is published quarterly, with the cooperation of library staff members, at 325 Superior Avenue, Cleveland 14, Ohio.

Entered as second-class matter October 1, 1946 at the post office at Cleveland, Ohio, under the Act of August 24, 1912, as amended by the Act of March 3, 1933.

The Editorial Board

FRED LANDON
Vice President of the University
of Western Ontario,
London, Ontario.

GORDON W. THAYER
Assistant to the Director and Curator of
the John G. White Collection,
Cleveland Public Library.

DONNA L. ROOT, *Managing Editor*
Head of the Division of History, Biography
and Travel, Cleveland Public Library,
Cleveland, Ohio.

Advisors

C. HOWARD ALLEN, JR.
University Editor, Western Reserve University

ELLEINE H. STONES
Chief of the Burton Historical Collection,
The Public Library,
Detroit, Michigan.

MARIE E. GILCHRIST
Associate Editor, *The Reader's Digest*,
Cleveland, Ohio.

JOHN W. LOVE
Business Columnist, *Cleveland Press*.

I. S. METCALF
Francis R. Morison, Advertising,
Cleveland, Ohio.

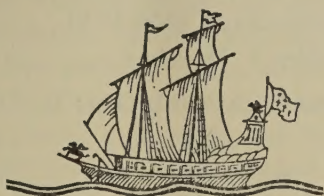
WALTER MUIR WHITEHILL
Editor of *The American Neptune*,
Librarian of The Boston Athenaeum,
Boston, Massachusetts.

LYON N. RICHARDSON
Professor of English and Director of the
University Libraries, Western Reserve
University, Cleveland, Ohio.

The subscription rate to INLAND SEAS is \$5.00 annually and includes membership in the Great Lakes Historical Society. Articles and pictures relating to the history, description, natural resources, industries or transportation of the Great Lakes will be welcomed for publication. No responsibility for statements made by the authors will be assumed. Material should be addressed to the Managing Editor.

Printed in U. S. A.

Inland Seas



QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 4
NUMBER 3

FALL - 1948

Contents

	Page
The United States Lake Survey Steamer Abert, by Anna S. Moore	147
Cape Vincent's Role in the Northern Transportation Company Fleet, by Charles Armstrong	152
Ste. Marie-on-the-Wye, by Elsie McLeod Jury	159
Captain Chesley Blake, by Marie E. Gilchrist	166
Buffalo to Chicago in 1839, by Fred Landon	168
Recollections of the Great Lakes, 1874-1944, (Part I), by Lauchlen P. Morrison	173
History of the Cleveland Yacht Club (Part I), by Al Mastics	185
Burning of the Erie	195
Marine Intelligence of Other Days	199
Great Lakes Calendar, by Bertram B. Lewis	203
Notes	205
The City of St. Joseph	
The Nassau	
U.S.S. Michigan	
The J. T. Wing	
Pretoria's Bell Found	
On Lake Erie in 1886	
Marine Protest	
Owen Sound Monument	
Cleveland as a World Port	
The Steamship Historical Society of America Affiliates	
Meaning of Escanaba	
A New Compliment	
Break For Small Yachts	
The Great Lakes in Print	211
This Month's Contributors	212
Book Reviews	213

The United States Lake Survey Steamer Abert

By ANNA S. MOORE

MUCH HAS BEEN WRITTEN about the famous old iron steamship the U. S. S. *Michigan*,¹ one of whose claims to fame was that she was the first iron steamer on the upper lakes. But while the *Michigan* was being built at Erie, another iron steamer, one about which little has been told, was being put together at Buffalo. This was also a government vessel, built for the Topographical Engineers, and to her belongs the real honor of being the first iron steamer on the upper lakes.

On May 17, 1841, Colonel John James Abert, then in charge of the Topographical Engineers, directed Captain William George Williams to take charge of the newly authorized "Survey of the Northern and Northwestern Lakes." Captain Williams had been graduated from the United States Military Academy in 1824, and after nine years in the infantry, had joined the staff of the Topographical Engineers. He had surveyed the route for a ship canal around Niagara Falls in 1835-36, and at the time of his appointment to the survey was Superintendent of Harbor Improvements on Lake Erie with his office at Buffalo. Experience showed Captain Williams the need of a steamer for sounding and for transporting field parties. His annual report for 1842 included an estimate of \$10,000 for an iron steamer fully equipped to fill this need, and work was begun on the vessel the following year.

In the fall of 1843, the *Buffalo Commercial Advertiser*^{1a} reported that the material for the iron steamer for the Topographical Service had been received from the Cold Spring works and was being put together on Ohio Street under the superintendence of Mr. H. B. Bartoll. The editor

1. See *Save the Wolverine!* by Captain R. W. England (INLAND SEAS, January 1945, pp. 36-37), and *The Wolverine*, by Donna L. Root (INLAND SEAS, April 1945, pp. 46-47).

1a. Quoted in *Detroit Free Press*, October 2, 1843.

considered her, with her shallow draft and with nothing visible above the deck except the smoke pipe, "unique and unnautical" but well worth a visit by the curious.

She was launched at Buffalo on December 21, 1843² and was christened the *Abert* in honor of the officer in charge of the service. She was 97 feet long, 18½ feet wide, 8 feet deep, and had been designed by Lieutenant William W. Hunter of the United States Navy. She was propelled by two submerged horizontal water wheels eight feet in diameter, 22 inches wide, with paddles ten inches deep. She had two high pressure steam engines of twenty-five horsepower each. The hull of the vessel was built of iron plates and was ¼ inch thick, her frames of T iron being placed two feet apart. Both the engines and the material for the hull were manufactured by the West Point Foundry Association. With her machinery on board, she drew 3 feet 6 inches aft and 3 feet 2 inches forward.

In January 1844,³ six months before the *Michigan* made her trial trip,⁴ the *Abert* headed out for Point Abino to test her engines. Lieutenant Hunter inspected and approved the vessel.⁵ Again in March she made another trial trip, and was reported to have run eight miles in 43 minutes.⁶ In May she was ready for commission, "very neat and methodically stowed with the stores and the instruments necessary for the procession of surveying."⁷ And in May 1844, three months before the *Michigan* was commissioned,⁸ the *Abert* was at the work for which she was intended.

In the Detroit Office of the United States Lake Survey, there is a small notebook⁹ headed: "Journal keep on bord of the U. S. Steamer *Abert* on a servaing voyage on the Northern and Northwestern Lakes under the command of Capt. Williams, U. S. T. E." The first entry is dated "May 1844, Sunday the 19," and reads:

-
2. Buffalo Commercial Advertiser, December 22, 1843.
 3. Detroit Free Press, January 9, 1844.
 4. "The Erie Gazette says the iron steamer *Michigan* left that port on Wednesday last on a trip down the lake mainly to try her engines and speed."—Detroit Daily Advertiser, Tuesday, July 30, 1844.
 5. Buffalo Commercial Advertiser, January 10, 1844.
 6. Detroit Free Press, March 23, 1844.
 7. Detroit Daily Advertiser, May 21, 1844.
 8. The *Michigan* was commissioned August 12, 1844.
 9. United States Lake Survey File 2-73.

Commences with pleasant weather at 12:15 P. M. got under way from Buffalo for Cattaraugus at 4:30 P. M. arrived at Cattaraugus the remainder of the day the crew employed under Lieut. Woodruff¹⁰ in sounding and taking distances the latter part pleasant so ends the 12 hours

Two days later, in a fresh gale with "a heavy seas a runing" the "larboard wheel goes out," but they got to port and managed to fix it, and the next day was spent in surveying Dunkirk harbor. After spending some time around Dunkirk, Portland and Erie, on June 10 they started for "Coneatt" at 11:30 A. M. and arrived at "coniat" at 4:15 P. M. On June 13 they went to "Ashterbuly," and on June 22 they started for Cleveland, setting the "squaer sail" on the smoke pipe.

On July 3, on their way back to Buffalo, they ran into a gale from the northwest. They rode it out safely though they had to keep the pump going because of the way she was taking water, and arrived in Buffalo the next day. And at Buffalo they stayed until September 23, getting a complete overhaul. The entries in the journal tell of getting out the shafts, getting down the smoke pipe, getting the boat on and off the ways, working on the engines, refitting the shafts, refitting the wheels, and cleaning ship. All the time was not lost, however, for the men continued "survaing" the harbor. Colonel Abert paid them a visit of inspection, and they used the small boat to examine the "publick works" in the harbor. Tragedy struck when one of the firemen in "skulling acrost the creek" fell overboard and was drowned. The coroner's jury brought in a verdict "Death by accidental Drowning," and the next day the crew attended the funeral of their shipmate. Finally on September 5th the boat was ready to be tested and "with Williams, Woodruff, Simpson and Hunter on bord we run to nine mile point." The speed was $6\frac{3}{4}$ miles per hour. On the 12th they set up the "riggen" and, at long last, on the 23rd they left Buffalo. After two more weeks of surveying, they were back in Buffalo where the boat was laid up for the season and the crew discharged.

Shortly after she was laid up, the severe gale of October 18 struck Buffalo. The *Abert* was driven on the beach at the foot of Mechanic Street, but was got off undamaged.¹¹

10. Israel Carle Woodruff; graduated U. S. M. A. 1836; 1842 became 1st lieutenant in the Topographical Engineers.

11. *Detroit Advertiser and Tribune*, July 28, 1874.

The spring of 1845 saw her undergoing remodelling. Evidently Lieutenant Hunter's submerged horizontal wheels had proved unsatisfactory and the conventional side wheels replaced them.¹² Her name was changed at this time from *Abert* to *Surveyor*,¹³ perhaps as more indicative of the kind of work she was doing. The season of 1845 was spent around Green Bay under the command of Captain Williams. This was Williams' last year on the survey. When the war with Mexico broke out, he applied for active service, was assigned to General Taylor's command, and was mortally wounded at the battle of Monterey, September 21, 1846.

In the fall of 1845, the office of the Lake Survey was moved to Detroit,¹⁴ and Detroit remained the *Surveyor's* home port for nearly thirty years. Until 1856, the *Surveyor* was employed mainly around Green Bay and the Straits of Mackinac. In the fall of 1855, she passed through the new lock at the Sault, being the first government vessel to make the passage.¹⁵ In 1856, a second steamer, the *Search*, was added to the service, and the *Surveyor* was taken out of commission that year to receive extensive and well earned repairs. In 1857, she was back in service on Lake Huron under the command of Lieutenant Orlando M. Poe. It was Lieutenant Poe's first assignment after leaving the Military Academy, and his superior officer commented upon the excellence of his work.¹⁶ Poe stayed with the survey until the Civil War and active service brought him the position of Chief Engineer of General Sherman's army. In 1870 he returned to the lakes as engineer in charge of St. Mary's River Improvement, and in this capacity was instrumental in planning the Weitzel Lock. He was reassigned to the Detroit district in 1883, and began plans for another lock to take care of the increasing lake traffic. Construction on this lock was begun in 1887, completed in 1896, one year after Poe's death, and was named in his honor. Thus the name of the capable young lieutenant who was in charge of the *Surveyor* in 1857 has become well known on the lakes he helped to chart.

12. Detroit *Free Press*, May 3, 1845.

13. Detroit *Evening Express*, June 4, 1845.

14. Comstock, C. B. *Report upon the primary triangulation of the U. S. Lake Survey*. (Professional papers of the Corps of Engineers, U. S. Army, no. 24.) 1882.

15. *ibid.*

16. Meade, George G. *Report of the survey of the northern and northwestern lakes*, 1857.

From May 1857 to September 1861, the Superintendent of the Survey was Captain George Gordon Meade—the same Meade who was to win fame as the commander of the Union forces at the battle of Gettysburg. In his report for 1857,¹⁷ Captain Meade gave the following estimate of the cost of a triangulation party on board the *Surveyor* for a season of 183 days:

1 assistant (Civilian engineer)	\$2.00 per day
1 sailing master	2.00 per day
1 mate	1.50 per day
1 engineer	2.00 per day
3 firemen	1.00 per day
1 cook	1.00 per day
1 steward	.80 per day
5 seamen	.70 per day
300 tons of coal at \$6.00 per ton.	

From 1860 to 1865 the *Surveyor* was engaged on the survey of Lake Michigan. In 1860 Captain Meade stated that the *Surveyor* had “run some 3000 miles on general duty, moving parties, procuring supplies, etc., affording very satisfactory evidence of the efficiency of this vessel.”¹⁸

From 1866 to 1874 the *Surveyor* was employed on Lake Superior. In the summer of 1874, she was sent to Lake Ontario, which was the next body of water to be charted. It was necessary to remove one of her side wheels to permit her to pass through the Welland Canal.¹⁹ One Detroit newspaper²⁰ commented favorably and at length on her career as she was about to leave the upper lakes.

The *Surveyor* had rendered thirty years hard and useful service, successfully weathering all storms with which she had to contend, and contributing a large share to the great work of charting the lakes. She had been well known on Lake Erie, Lake Huron, Lake Michigan, and Lake Superior, and it seems only just that after all these years she should also be known for what she was—the first iron steamer to sail the upper lakes.

17. *ibid.*

18. Meade, George G. *Report of the survey* . . . 1860.

19. *Detroit Advertiser and Tribune*, July 28, 1874.

20. *ibid.*

Cape Vincent's Role in the Northern Transportation Company Fleet*

By CHARLES ARMSTRONG

THE NORTHERN TRANSPORTATION COMPANY, which operated a fleet of passenger and freight propellers between Ogdensburg and Chicago and intermediate ports for more than twenty-five years beginning in 1851, was an important factor in the early Great Lakes commerce. With the gradual tide of westward emigration of the 1850's and '60's, the ancestors of many of the present residents of Wisconsin, Minnesota and the Dakotas went west by this route.

The recently published *American Lakes Series* of five volumes gives the history and development of the Great Lakes navigation from the crude shallops of the La Salle expedition of 1680 to the modern palatial steamers of the Great Lakes Transit Company of the 1930's, but does not mention this fleet or the part it took in lake navigation.

The Cape Vincent *Gazette* carried the following advertisement during the season of navigation, 1860:

THE NORTHERN TRANSPORTATION COMPANY

Will during the present season run their well known and popular line of,
FIRST CLASS SCREW STEAMERS,

Regularly between Ogdensburgh and the Upper Lake, forming a Daily line for Cleveland, Sandusky and Detroit, and a Tri-weekly line to and from Chicago, Milwaukee and intermediate ports. Connecting with the railroads between Ogdensburgh and Boston, Lowell, Lawrence, Nashua, Manchester, Concord, Worcester, Fitchburg, Keene, Bellow Falls, Rutland, Burlington and other intermediate points, with the railroad and canal lines at all the western ports, and with the Cleveland, Detroit and Lake Superior line of steamers.

Leaving Cape Vincent every evening at 8 o'clock and Sacketts Harbor every Tuesday and Saturday morning at 8 o'clock. Through freight subject to but one trans-shipment. Passengers and families moving west can embark with their luggage team stock etc. and land together without disturbance or trans-shipment, at their port of destination.

No effort will be spared to maintain the reputation of this as the cheapest and best route.

H. J. CREVOLIN, *Agent*
Cape Vincent, N. Y.

* From the Watertown, New York, *Daily News*, August 10-11, 1948

The *Frontier Patriot*, the successor to the *Gazette*, carried the following advertisement for the season of 1862:

CHEAPEST ROUTE TO CHICAGO

The Only Daily Line Now Running Important to
TRAVELERS AND FAMILIES MOVING WEST

The Northern Transportation Company's Line of First Class Upper Cabin Screw Steamers, Will run regularly during the ensuing season between Cape Vincent and the various important points on the Western Lakes, leaving Cape Vincent regularly every evening for Chicago, Waukegan, Kenosha, Racine, Milwaukee, Port Washington, Sheboygan, Manitowoc, St. Catharines, Cleveland, Toledo and Detroit, making the Trip to Chicago in six to seven days, and to Cleveland and Detroit in two to three days.

These Steamers are provided with State Rooms, amply and neatly furnished, for the accommodation of Thirty to Forty First Class passengers, and with Second Cabins with accommodations for Forty to Fifty passengers who may wish to furnish their own provisions and bedding.

The following low rates will be charged for transportation and passage, the dangers of Fire and Navigation excepted.

Through Tickets over all Western Railroad Lines can be obtained on application to H. J. Crevolin, Agent.

PASSAGE; First Cabin including State Room and Board; To Cleveland and Detroit each \$7. To Toledo \$8.

To Chicago, Milwaukee, Kenosha, Waukegan, Port Washington, Sheboygan and Manitowoc, \$12.

PASSAGE; Second Cabin without Board, To Cleveland and Detroit, each \$3.

To Toledo each \$4. To Chicago, Milwaukee, Kenosha, Waukegan, Port Washington, Sheboygan and Manitowoc, \$5.00.

Children from two to twelve, half price.

They were 135 feet keel, 25 feet beam, average registered tonnage 400. They were equipped with fore-sail and stay-sail, this canvas being used when the wind was favorable and also intended to give the boat steerage way in case the machinery was disabled. Wood was used for fuel during the first few years of their operation. They had the reputation of being exceptionally good sea boats, some being in service as late as 1920.

Before the Detroit, Grand Haven and Milwaukee Railroad Company built their modern ferry steamers, they chartered the most seaworthy of these boats for winter service between Milwaukee and Grand Haven. Among those engaged in this service were the *Brooklyn*, *St. Albans* and *Nashua*.

The story of the "N. T." Company has always seemed closely associated with Cape Vincent as four of the vessel masters and many crew members were from this locality, including Captain A. H. Millen, master of the *Prairie State*; Captain Harvey Howard, Master, and Captain

Dallas Ryder, mate of the *Brooklyn*; Captain William Shay, master of the *Nashua*; Captain Jason Knapp, master of the *St. Alban*; Captain P. L. Millen, mate, and Jerry Valley, second mate, of the *City of Concord*, and Wayne B. Brewster, mate of the *Lawrence*.

Had you been a passenger on the *Lawrence* on Thanksgiving Day, November 25, 1875, the following menu would have been presented for your selection:

STEAMER LAWRENCE

Capt. W. H. Williams, Master

Bill of Fare,

SOUP,

Vende de vent, with celery composition,
Tomato, Oyster Vermicelli.

BOILED,

Corned Beef, Mutton

ROAST,

Beef, Pork, Mutton, Venison with Jellie,
Turkey C. B. sauce, Partridge, Prairie
Chicken, Goose, Mallard Duck with Jellie,
Pigeon, Hare.

COLD DISHES,

Glazed Ham

ENTREES,

Fricassed Chicken, Chicken Pot Pie,
Stewed Squirrel with Carrots, Macaroni
with Cheese.

RELISHES,

Chicken Salad, Lobster Salad,
Sardines, Salmon.

VEGETABLES,

French Brown Potatoes, Boiled
Potatoes, Brown Potatoes, Turnips,
Parsnips, Tomatoes.

PASTRY,

Cream, Custard, Mince, Cocoanut,
Raisin Vinegar, Apple, Pumpkin,
Cherry and Cranberry Pie.

DESSERT,

Charlotte Rousse, Vanilla Cream,
Ribbon Blanc Mange, Apple, Orange,
Raisins, Nuts, Candies, etc.

WINES,

Port, Sherry, Sweet Cider
Tea, Chocolate, Coffee.

The original bill of fare is in possession of Miss Marion Brewster, daughter of the late Wayne B. Brewster, to whom the writer is indebted for this copy.

The boats made regular stops at the railroad dock every afternoon on their way to Ogdensburg and on the evening of the following day on their return trip. This made it convenient to have their laundering done here and two families living near the docks found this a substantial source of income for several years.

In 1870 William B. Buckley, agent for the American Express Company, succeeded H. J. Crevolin as agent for the company and through his efforts the annual rent of the wharf from the R. W. & O. R. R. company was reduced in 1873 from \$500 to \$300.

The Cape Vincent *Eagle* of February 12, 1874, contained the list of the Line appointments for the season as follows:

Str. *Brooklyn*

Captain Harvey Howard

Str. *Buckeye*

Captain Charles Christie

Str. *Champlain*

Captain A. C. Chapman

Str. *Cleveland*

Captain James Conners

Str. *City of New York*

Captain L. H. Waterbury

Str. *City of Toledo*

Captain Dan H. Davis

Str. *City of Concord*

Captain Charles Ely

Str. *Empire*

Captain Edward White

Str. *Granite State*
Captain W. P. Gardner
Str. *Garden City*
Captain Alva Shafer
Str. *Lawrence*
Captain Abner Reed
Str. *Lowell*
Captain L. W. Bailey
Str. *Milwaukee*
Captain William Leonard
Str. *Maine*
Captain J. H. McCormick
Str. *Nashua*
Captain S. Landfair
Str. *Oswegatchie*
Captain Ira Bishop
Str. *St. Albans*
Captain Jason J. Knapp

The two major casualties of the company, the burning of the *Wisconsin* and the sinking of the *Brooklyn*, were also closely linked with Cape Vincent. The *Wisconsin* left here on her regular trip the evening of May 21, 1867, and on reaching the lake was discovered to be on fire which was soon beyond control. She was beached on Grenadier Island and burned to the water's edge with the loss of 30 lives. The bodies of the victims were brought here the next day by Hinckley's scow and placed on the freight house floor to await identification.

Those that were unclaimed were buried in the Market Street cemetery. This tragedy made a deep impression and was long remembered by the residents of this locality.

The *Brooklyn*, of which the master and many of the crew were local men, was proceeding up the Detroit river on October 22, 1874, and when near Fighting Island, ten miles below Detroit, the boiler exploded, splitting the hull and the steamer sank in a few minutes. Five of the passengers and eight members of the crew lost their lives in this disaster. The wreck, which was later removed, was marked by a spar buoy as late as 1885. After giving his testimony before the Federal and Marine court at Detroit, Captain Howard gave his report personally to Mr. Chamberlain, manager of the company, the head office being then

located at Cleveland. Mrs. Chamberlain was present at the interview, and after hearing the details said, "We can build more ships, Harvey, but we cannot bring back the lives that were lost."

The boats operated profitably until the late 1870's when there was a decline in westward travel and a drop in lake freight rates. Being handicapped by their limited carrying capacity, they were unable to compete with the larger freight carriers of more recent construction.

Thus the Northern Transportation Company was gradually liquidated and the boats disposed of, some being converted into bulk freight and some into lumber carriers. When the company suspended operations, many of the vessel masters and employes transferred to the Anchor Line then operating between Buffalo and Chicago.

FREIGHT;	<i>To Cleveland, Toledo and Detroit</i>	<i>To Chicago, Waukegan, Ketosha, Racine, Sheb- oegan and Manitowoc</i>
Extra baggage, household goods, stoves and wooden ware, pr. 100 lbs.50	.75
Dry Goods, chair stock, boots and shoes40	.50
Heavy goods, easily handled, Furniture (new or old) carriages and wagons (boxed)75	1.00
Lumber wagons (double) not over 900 lbs.	5.00	6.00
Lumber wagons without bodies, each	4.00	6.00
Single wagons and buggies not boxed, ea.	4.00	5.00
Double sleighs each	5.00	8.00
Single sleighs each	3.00	4.00
Pianos (boxed) each	4.00	5.00
Horses (owner feeding same) each	7.00	10.00
Yearlings and colts	5.00	6.00
Cows, each	6.00	8.00
Sheep, each75	1.00
For Freight or Passage apply to, H. J. CREVOLIN, Agent. Cape Vincent, N. Y.		

From the connecting New England cities mentioned in the former are found the names of several of the steamers of the fleet. The Company was organized in 1851 by Crawford and Chamberlain and began operating in 1852, the home port being Ogdensburg. The original fleet included the propellers *Ogdensburg*, *Boston*, *Prairie State*, *Michigan*, *Wisconsin*, *Vermont*, *Granite State*, *Cleveland*, *J. W. Brooks*, *Lady of*

the Lakes and Louisville. As the demand for transportation increased and business grew, new boats were built and in 1871 the following propellers had been added: *Oswegatchie*, *St. Albans*, *Lawrence*, *Nashua*, *City of Concord*, *Brooklyn*, *City of Toledo*, *Lowell*, *Garden City*, *Maine* and *City of New York*. This brings the total to 22, but this number was never operated at the same time as some of the boats were acquired to replace the ones lost or sold.


These boats were all of the same model with octagon pilot house and long cabin on upper deck, equipped for carrying passengers and freight.

The *Nashua* continued to operate between Ogdensburg and Toledo as late as 1885 and was the last one of the boats to be disposed of. In 1886 she was sold to Cleveland interests and converted into a lumber carrier. In 1890 Captain Decatur ("Dick") Millen of Cleveland, a former resident of Cape Vincent, purchased a half interest in the steamer and consort and operated the tow in the lumber trade between Georgian Bay and Toledo. On October 4, 1892, the steamer foundered on Lake Huron with the loss of the entire crew, including the captain's wife.

The *Lawrence* was one of the newest boats of the fleet, being built at Cleveland in 1868. In 1882 she was taken over by the Northern Michigan Transit Company and continued in the passenger service until 1902, when she was purchased by H. C. Burrell, Lorain, Ohio, converted into a bulk freight carrier and renamed *Frontenac*. Sold in 1915 to John Sowards, Kingston, Ontario, and foundered on Lake Ontario while laden with coal from Oswego to Kingston, August 16, 1921.

The *Granite State* was stranded and went to pieces on Lake Michigan, south of Sturgeon Bay, Wisconsin, October 3, 1881. The *Maine*, engaged in the lumber trade on Lake Superior, was sunk off Portage entrance the fall of 1906. The *City of New York* was converted into a bulk carrier and traded on Lake Ontario until November 20, 1910, when she foundered, coal laden, en route from Oswego to Picton.

Many of the older residents on the route between Cape Vincent and Ogdensburg will recall the familiar whistle of the old "N. T." boats.



Ste. Marie-on-the-Wye

By ELSIE McLEOD JURY



IN THE SUMMER of 1948, the foundations of a three hundred year old mission-fort were explored when Ste. Marie-on-the-Wye, built in 1639 and destroyed in 1649, was excavated by the University of Western Ontario under the sponsorship of the Jesuit Order in Canada. Situated one mile inland from Georgian Bay near Midland, Ontario, the present-day Martyrs' Shrine, a twin-towered, grey stone edifice looks out over the beautiful valley of the Wye and the distant marshes, over the site where crumbling stone walls alone remain as evidence of an earlier civilization.

In 1615 the first white men known to have come to live in the Great Lakes country arrived near this spot, on the peninsula that divides Matchadash Bay and Nottawasaga Bay. Father Le Caron, a Recollect friar, too impatient in his desire to reach the pagans to heed the warnings of Champlain, pushed into the wilderness with ten French soldiers and a band of Huron Indians whose language and customs were unknown to him. At their village of Carhagouha the Hurons built him a cabin, where Champlain, on his voyage into the waters of Georgian Bay which he named "Mer Douce," found the priest. Because of unsettled times, however, the little mission and the country of the Hurons were abandoned until 1623 when Father Le Caron returned, this time accompanied by Father Nicholas Viel and Brother Gabriel Sagard.¹ Two years later three Jesuit priests arrived and Recollects and Jesuits worked together, travelling over the waters and penetrating the shores of Mer Douce. Their efforts came to an abrupt end in 1629 with the fall of Quebec to the English in whose hands it remained until 1632. It was not until 1633, then, that European settlement in the country that came to be known

1. Brother Gabriel Sagard published an account of his sojourn, with an excellent description of the native Indian. An English translation is Sagard-Theodat, Gabriel, *The Long Journey to the Country of the Hurons*, 1939. In the *Publications of the Champlain Society*, v. 25.

as Huronia, really took root. At this time the powerful Jesuit Order placed resources and men in the field and within a few years the great Richelieu, with growing ambitions for empire, donated 30,000 livres for the building of a strong military fort in the heart of the country.

Until 1639, the Fathers travelled from village to village, living in native cabins without comforts or privacy until a central mission home became a necessity. In the heart of the Huron country they chose a location on the banks of a placid little river so close to Georgian Bay that it "beat against our house. The place is situated in the middle of the country," wrote Father Lalemand, "on the shores of a beautiful river, which, being not more than a quarter of a league in length, joins together two lakes — one, which extends to the west, verging a little to the north, which might pass for a fresh water sea, the other, which is toward the south, the contour of which is hardly less than two leagues."² They named their residence Ste. Marie, but so concerned were they with the spiritual work that was carried on, that its physical aspects were virtually ignored in their writings. With no contemporary records, therefore, it has remained for the archeologist to seek this information beneath the soil.

From Ste. Marie the Fathers ministered to the natives of the area, travelling overland as far south as Lake Ontario and Niagara and as far west as Lake Huron near the present town of Sarnia. Here they found the Petuns, and the Neutrals, but to reach the Algonquian peoples they had to travel by boat. From island to island they visited the nomad tribes and in September, 1641, Father Isaac Jogues and Father Charles Raymbault set out by canoe from Ste. Marie with their Algonquian friends, four hundred miles across Lake Huron to a point now known as the city of Sault Ste. Marie. Here they celebrated mass and raised a great cross which they faced toward the valley of the Mississippi, known to them only through hearsay from the visiting Indians.³ This voyage of the Jesuit fathers is believed to have been the earliest made by white men into the upper lakes. Writing later of the Algonquian missions, Father Rageneau for the first time referred to Lake Superior by name. "There are Algonquian tribes," he wrote, "who dwell on the shores of another lake larger than the fresh-water sea, into which it discharges by a very

2. *The Jesuit Relations and allied documents* . . . ed. by Reuben Gold Thwaites, Cleveland 1896-1901, v. XIX, pp. 133-5.

3. Martin, Felix, S. J., *Le R. P. Isaac Jogues*. Paris, 1876, p. 71. (Translated by Shea, New York, 1896.)

large and very rapid river; the latter, before mingling its waters with those of our fresh-water sea, rolls over a fall that gives its name to these peoples, who come there during fishing season. This superior Lake, extends toward the Northwest, that is between the West and the North.”⁴

Three times a year the missionaries repaired to their home mission at Ste. Marie “in order to give some attention to themselves, and to breathe a little more freely with God in tranquillity of spirit, that they may return afterward to the same work with renewed vigour.”⁵ With them were laymen who with equal courage faced the unknown dangers of the forest, seven hundred miles from European settlement with the only means of passage in constant danger of attack from ambushed Iroquois. Quebec, the one community of any size in Canada, was itself weak and ill guarded; Three Rivers was of less import; traders had established posts at Tadoussac, but only a slender line of habitation existed on the shores of the St. Lawrence River. The city of Montreal was not founded until three years after Ste. Marie.

The story of Champlain’s ill-fated alliance with the Hurons against the Iroquois is well known. The Hurons were a dying cause, and year by year the Iroquois came nearer, showing more hostility. Finally in 1648 they struck into the heart of the Huron country and the Jesuit missions. In the village of St. Joseph, twelve miles from Ste. Marie, the alarm arose as Father Anthony Daniel was saying daily mass; the village was soon overcome, the braves being away on the hunt, and the Fathers cruelly murdered. Attacks on St. Louis and St. Ignace followed in the spring of 1649 with the death of Fathers Jean de Brebeuf and Gabriel Lalemant after hours of torture.⁶ A skirmish between Huron and Iroquois drove the Hurons to a spot within sight of Ste. Marie. The Hurons were outnumbered and the Iroquois’ friends, the Dutch and the English, had equipped them with more adequate firearms. Father Rage-neau wrote in these last days from Ste. Marie, “For since, until late years, our abode was surrounded on every side by the numerous villages of our friends the Hurons . . . so during that time, however small our number, we lived in safety, without anxiety. But now, far different is the aspect

4. *Jesuit Relations*, v. XXXIII, p. 149.

5. *Ibid.*, v. XXIII, p. 19.

6. Fathers Jean de Brebeuf, Gabriel Lalemant, Isaac Jogues, Charles Garnier, Noel Chabanel, Anthony Daniel and Brothers Rene Goupil and John de la Lande were beatified in 1925 and canonized in 1930. They were the first North American saints.

of our affairs and of this whole region, for so crushed are our Hurons by disasters, that most of them have been forced to change their abodes . . . and now we, stationed at the front, must defend ourselves with our own strength, our own courage, and our own numbers.”⁷

The Fathers decided against taking a stand as their Hurons were dispersed, and with heavy hearts they themselves set fire and completely burned their residence and fort, after removing all that could be removed by raft and scow to St. Joseph's Island some fifteen miles distant. There they built a second Ste. Marie, the stone ruins of which may yet be seen in outline.⁸

For two hundred years Huronia lay hidden in the depths of the forest. Fur traders skirted its shores on their passage to the west but no effort was made to bring any settlement to the area. In the nineteenth century, English-speaking pioneers with the naval and military station at Penetanguishene as their center, re-opened the country. To investigators, the identification of Fort Ste. Marie presented no problems because of its geographical position and the fact that the stone work took on the outline of a rectangular fort with four corner bastions.⁹ The first to leave a detailed account of his examination of the fort was Father Felix Martin in 1855. He described it as above, a stone fort with four stone bastions at the corners, and a compound to the south which stretched in a bow to the river. This explanation has been accepted through the years by religious scholars and historians, but work during the summer of 1948 has changed entirely almost all former conceptions of the site.¹⁰

The most recent work commenced with the discovery of a line of post moulds that ran from the southwest bastion to the river's edge, a distance of 122 feet. A similar line was located and traced from the northwest bastion to the river's edge. This suggested an extended fortification, and the land was stripped for a width of 20 feet along the river

7. *Jesuit Relations*, v. XXXIII, pp. 253-5.

8. St. Joseph's Island is now known as Christian Island and since 1876 has been a Government Reserve for the remnants of the Huron-Algonquian peoples who until then were scattered on the islands of Georgian Bay.

9. The site of St. Ignace was established and fully excavated in 1946 by the University of Western Ontario under the direction of Wilfrid Jury. See Canadian Catholic Historical Association, *Report*, 1946-7, pp. 15-27. St. Joseph has been located but not fully excavated. See University of Western Ontario, *Museum Bulletin*, nos. 6 and 7, London, Ontario.

10. The area between the stone bastions was excavated in 1942-44 by the Royal Ontario Museum, Toronto.

bank disclosing the post moulds of two walls, 18 feet apart with several large square post moulds semi-distant between them. The posts of the wall measured from six to eight inches in diameter and extended into the soil some thirty inches. Often the core of the wood remained intact. At the north and south corners of these walls were the outlines of bastions built of large timbers and of a design common during the period.

The soil in this area contained dense deposits of charred wood, ash and many nails of all sizes, evidences that a roof had extended between the timber walls; a heavy clay deposit indicated a covering of sod on the roof for warmth and insulation. Doubtless this was planned as a look-out in case of war but soil stains prove that stable refuse was deposited here for years. The double wall, then, had a two fold use, one being the stabling of cows, pigs and chickens that we know from the records were brought by canoe from Quebec.¹¹

After the establishment of the outside walls, a systematic examination of the area within the walls was commenced. Measuring 122 feet by 153 feet, it was gridded into ten-foot plots and numbered. The cultivated top soil was stripped to a sandy stratum, usually nine inches deep which was then scraped and swept bare with a broom. After drying some hours in the sun and air, the pattern of round post moulds, large square post moulds, decayed timber lines, black lines one foot wide extending for several yards, and often the remnants of timber showed up clearly in the light-coloured sand. Wherever a building had stood the soil was replete with carbonized particles and ash. Nails, fragments of iron and chinking¹² were scattered throughout these areas, as were several Indian artifacts and European relics. Blackened squares outlined the cellars which were excavated usually to a depth of six feet by means of trowel, whisk and sieve. In all, eight cellars were examined from which the great majority of the relics were recovered.

The completion of the excavations has revealed four formerly unknown buildings, flanking the palisade walls.¹³ In the center was a court yard, 75 feet square. To the east a gateway was discovered with a 20-

11. Various references are made to these animals in *Le Journal des Jesuites*, publie par mm. les abbees Lavendiers et Casgrain, Montreal, 1892.

12. Chinking is dried clay, placed between planks or, as in pioneer log cabins, between logs. When baked by fire it becomes a red brick-like texture.

13. South building: 120' x 40'.

North building: 90' x 20'.

East building: 130' x 22'.

West building: 40' x 20'.

foot runway, probably covered, judging by the deep layer of carbonized timber and ash. The water main was an interesting find at the end of the season. It led from the north wall to a spring still used by a neighboring farmhouse in the field to the north and extended some 150 feet. It gave the appearance of being an extended collapsed wooden box, and had a rise of one half inch every ten feet.

No definite identification of buildings can be made as yet, but relics found in each give some indication of their use. In the building that flanked the west wall were found hundreds of bones of pigs, cows and chickens, as well as those of all rodents native to the vicinity. There were, too, deep deposits of egg shells and fish scales. We can safely say that this building saw large quantities of food prepared.

In the south building an impressive piece of stone masonry came to light under a former roadway. It measures 15 feet in length and has two bars in the shape of an H which measure nine feet 9 inches, an excellent example of stone masonry with corners well cut and squared, extending three feet into the earth. A cellar immediately in front of this stone work yielded some particularly interesting relics. These included leading for a seven-inch window glass, two matching glasses, what was apparently a relic holder, a ring, several rosary beads, the shattered portion of a glass vessel which when reconstructed proved to be of a size that would contain a quart of liquid, fragments of a second round bottle and a wire that might have been the pendulum of a clock. No vestiges of food and no Indian artifacts were found in this cellar. In the eastern section of this same building a dry stone wall separated what had obviously been a shop where copper and wood had been worked and a blacksmith's shop. Numerous portions of iron were found east of the wall while snips of copper and wood chips were located in a dense mass west of it. Several awls, a scraping awl, a chisel, an auger and other tools were found in the area.

The construction of the buildings had been similar in all cases with the exception of the eastern structure which was in part built of timber on a stone foundation. In all other cases timber only was used and when the walls were followed down they were found to extend some two feet into the soil. They were built of two rows of timbers running horizontally, packed with clay, sand and small stones. At intervals of six and eight feet large, square upright timbers, one on the inside and another opposite on the outside of the wall, held the planking tight. The walls

invariably were one foot wide. From the heavily built partitioning walls and the numerous large uprights found throughout the buildings we can say that they were relatively high, probably two storied.

The extent of these structures and their massiveness in this outpost might well cause surprise. The *Jesuit Relations*, however, give ample evidence of the activity that must have taken place on this site. During the ten years of habitation the French population varied from 30 to 64 persons and it is certain that these were almost continuously joined by compatriot fur traders. Besides the 16 or 18 priests who came and went and gathered here three times a year were lay brothers, workmen and always several young boy helpers. A carpenter, blacksmith, tailor, gardener, shoemaker, apothecary, laundryman, and builder were among the skilled workers, while in the winter of 1644-5 we are told that 22 soldiers "lodged in our house and lived at our table."¹⁴

At all times the French were only a small part of the population at Ste. Marie. Father Lalemant wrote in 1644, "This house is not only an abode for ourselves but it is also the continual resort of all the neighbouring tribes and still more of the Christians who come from all parts for various necessities . . . We have therefore been compelled to establish a hospital there for the sick, a cemetery for the dead, a church for public devotions, a retreat for pilgrims and, finally, a place apart from the others where the infidels who are only admitted by day when passing that way, can always hear some good words respecting their salvation."¹⁵ In 1648 we are told that over three thousand persons had been given shelter in the past year.

As the summer's work has revealed, they had built well, they had introduced agriculture and industry into the wilderness. The teachings of the Fathers and the exemplary conduct of their laymen led many natives to the Christian way of life, but the scene was ill-laid. Disease, ironically enough brought by the same Frenchmen, destroyed hundreds of their following; European rivalries involved hundreds more in hopeless warfare, and the source of their supplies at Quebec was far away and poor in itself. Bitterly, in the last days, Father Rageneau wrote the final words on Ste. Marie, "We ourselves set fire to it and beheld before our eyes in less than one hour, the work of nine or ten years disappear."

14. *Le Journal des Jesuites*, p. 9. Entry was made on October 22, 1645.

15. *Jesuit Relations*, v. XXVI, pp. 201-3.

Captain Chesley Blake

By MARIE E. GILCHRIST

Chesley Blake* was born in Maine
And sailed before the mast.
He fought in the battle of Lundy's Lane
And in the army did remain
Till peace was made at last.

A giant over six feet three
Was Chesley Blake, they say.
He came to the Lakes to ply his trade
And soon he was a captain made
In Oliver Newberry's pay.

Always swearing to leave, and always
Standing by Oliver's ships.
He had a chest, if you can believe,
Like a volcano about to heave,
And great oaths sprang from his lips.

His voice was like the speaking trumpet
Of Boreas. In length
His arms were like a gorilla's. His jaws —
A boa constrictor's, and his paws
Had Bluebeard's size and strength.

In the midst of storms he would shout commands
In such a blasphemous way,
That the rigging trembled, also the shrouds;
The lightning hid behind the clouds
And the thunder slunk away.

* Capt. Blake died at Milwaukee in 1849. The material for this ballad was taken almost verbatim from *Bygones of Detroit* by the Honorable George C. Bates, published in the *Detroit Free Press* 1877-8, and reprinted in the *Michigan Pioneer and Historical Society Collections*, vol. 22, pp. 339 to 341.

He was a captain who knew his trade
Fore and aft and some more.
In forty years on countless trips
Nothing ever scratched paint from his ships
And they never touched bottom or shore.

The schooner *Jackson*, the *Michigan*,
The *Nile* and the *Illinois*:
At their helms and others, all of wood,
This ramping roaring captain stood,
And he loved them like a boy.

He died of fear, did Chesley Blake,
Who never feared storm or battle.
When cholera raged, he ran in fright
And shook in terror day and night
To hear death's ghostly rattle.

He hid in a Lake Superior mine,
Then to Milwaukee came.
And there the cholera waited to take
The one who feared him, Chesley Blake
And rack his giant frame.

He seemed to rally, but that same night
The old *Nile* went ashore.
When news was brought to his bed, he rose
And with a cussword asked for his clothes,
Himself, and a captain once more.

He heaved himself into his pants,
Sat down on his bedside
And had one great boot half-way on
When in that moment he was gone —
With uplifted foot he died.

A-pulling on his boots he died,
All for his good ship's sake.
Forgetting the cholera, up he girds —
"Save my ship!" were the last words
Of Captain Chesley Blake.

Buffalo to Chicago in 1839

By FRED LANDON

BORED WITH THE MONOTONY of their military duties, two young officers of the British garrison at Niagara journeyed by the lakes from Buffalo to Chicago in the early autumn of 1839 and after a fortnight of shooting on the Illinois prairies returned by the same route. Their experiences were narrated in the *United Service Journal and Naval and Military Magazine* in the issues of March and April, 1840. The writer, using the pen-name "Bugle," does not tell us by what steamer they journeyed westward, merely describing it as "old-fashioned — the worst of disabilities in America — dirty, dark, a very slow *coche d'eau*, but withal a good sea boat."

"So little versed was I in American steamboats," he adds, "as not to discover that she was high-pressure until her engine began to utter that harsh coughing noise which, next to the chance of blowing up, is the most unpleasant peculiarity of that description of craft." Three years later Charles Dickens was to record a similar experience when he took passage eastbound from Sandusky in the steamer *Constellation*.¹ Her high-pressure engine gave him the feeling, he said, that he was lodging on the first floor of a powder mill. Our military friends were fortunate in being able to return aboard the new steamer *Illinois* which they found to be "a splendid, well-formed and extremely fast boat."²

On the journey westward, "Bugle" found himself with forty or fifty fellow-travellers. Though inclined to be patronizing in his comments he was not unkind and, indeed, found much of interest and much

1. Sunday, April 24, 1842. W. G. Wilkins, *Charles Dickens in America*, p. 306. London, Chapman & Hall, 1911.
2. The *Illinois*, built by Oliver Newberry at Detroit, was launched late in the summer of 1838 and was first placed on the Buffalo-Detroit run, but at the opening of navigation in 1839 this was extended to Chicago with an advertised sailing schedule calling for round trips every fifteen days. The *Illinois* was 205 feet long with a tonnage of 756.

to admire in the mixed group with which he was thrown. He says:

In a steam-boat bound for the rough regions of the Western desert I did not look for a congregation of *petits maitres* in manner, or Sybarites in habit; nor was I much disappointed in my expectations—for, of the whole number of passengers, there were not more than two or three who, measured by the European standard, could be classed as gentlemen. Though disposed to make allowance for the rawness of western American society, and for the moderate quantum of polish one has a right to expect in the public conveyances of any country, I must admit that it required all my self-restraint to veil the disgust that I felt at the noisome habits of the greater part of the company to which I was for the time hopelessly nailed.

In counterpoise to the above-vented complaint, I was much struck by the good nature, orderly conduct, and respect towards each other shown by so numerous a company of males, confined within so small a space for so long and tedious a period; and I could not help feeling that, with a like number of English or Irish passengers of the same grade, thrown together by accident, some disputes or disturbances would have very probably occurred. The American appears to be the most patient of all creatures travelling by sea or by land.

The saloon was the favorite resort of the passengers.

Spirits, porter even champagne was to be had at its bar—cabin passengers applying at the counter facing the saloon, and deck passengers at a small window opening towards the deck. The former were in general very moderate in their spirituous wants; but of the latter I cannot say so much. Among many minor bibbers, I noted one hickory-faced old fellow, who paid for nineteen "drinks" in one day Although among a business people, the chief conversation naturally enough hinged upon trade, dollars and individual bargaining, and I had to listen to many a boast of over-reaching skill, yet there were some amongst the party whose humorous banterings and amusing descriptions of personal exploits, couched in the unique lingo which is now so well known in England, completely withdrew my attention from my book, and caused an uncontrollable fit of laughter, which, if noticed at all, was probably put down to the credit of my author.

Early each morning the saloon was a scene of shaving on a grand scale.

An easy arm-chair, with a rest made expressly to receive the patient's head at a convenient angle of incidence, stood ready, and a negro porter was generally in attendance to give his customers a touch of his black art; but if the legitimate tonsor happened to be absent, mutual abrasion became the order of the day; and, in such case, some rather funny scenes occurred, and jokes as rough as their chin were good-humoredly bandied by the actors. "I guess I've got a considerable strong crop for you, this morning," remarked the third mate of our vessel to a deck passenger who was about to lather him. "Yes, by Ch—t! and a full acre of it, too," rejoined the other, sustaining the agricultural metaphor, and dabbing away manfully at the massive jaw before him. "I reckon I'll have to scald you like a hog before them bristles will come away." The matutinal salutations, too, were occasionally very characteristic. "Well, sir, how do you come on this morning?" "First rate." "That's prime, I like to see you clever." Or, after breakfast, "How do you get along, mister, by this time?" "Pretty stiff, thank ye; I feel kind o' middlin' independent since I fed my face."

"Bugle" would scarcely have lived up to the tradition of British

visitors in America if he had not made comment upon the eating habits of his companions aboard ship. This is what he has to say:

The despatch of meals, for which the Americans by their own admission are so notorious, is, on board these steam-boats, most annoying. This haste is very excusable and intelligible at a city public table where the diner probably hurries back to his office to add another dollar to his heap; but on a long and tedious voyage time hangs heavy, and dinner might, without subjecting the traveller to a charge of gluttony, assist him in killing an hour or two very agreeably. By Jove, sir, in a quarter of an hour, one hundred bodies, without fear of fish-bones or suffocation, have "greatly daring, dined." I timed one of my fellow cormorants, and in eight minutes, by Shrewsbury or any other clock, beef, fish, ham, apple-*sarce* (so pronounced always, and always served up, *except* with roasted goose or pork), potatoes, cheese, punkin pie (pumpkin), and their diligent absorber, had severally and collectively vanished.

"You are rather late," said I to a gentleman in gray homespun, who took his seat beside me about ten minutes after the signal for dinner had been given. "Yes," replied he, "I should never know'd it if I hadn't seen a chap come on deck picking his teeth" . . . The main argument for all this hurry seems to arise from the rapid succession of meals in the grand cabin, which is the refectory of the ship. No sooner is the cabin passengers' dinner ended than another table is spread for any one who can afford a quarter dollar; after which a third is laid for the hungry stewards and waiters, the situation of whose appetites during the progress of the two preceding feasts may be imagined, but cannot be described.

Forty-eight hours on Lake Erie, with stops at Dunkirk, Erie, Huron and "the rising town of Cleveland," brought the travellers to Detroit, "a handsome town, on rising ground, its wharves crowded with steamers, and contrasting disagreeably, to English senses at least, with the comparatively poor and deserted shore of Canada — only half a mile distant." The voyage northward from Detroit was uneventful until Lake Huron was reached when a storm of wind and hail, with heavy seas, forced the steamer back forty miles to seek shelter in the St. Clair River. There it lay at a fuel dock for seven hours, the roar in the neighboring forests making all aware that the storm still raged on the lake.

On Lake Huron the flat and wooded Michigan shores seemed unrelieved by a single building until at length the steamer put in at the little fuel depot of Presqu' Isle, "a collection of two or three huts, containing a few woodcutters and fishermen." On the night of September 28th the ship threaded the Straits of Mackinac and next morning was between the Beaver Islands and the western shore of Lake Michigan.

The following day being Sunday, we had no sooner cleared out of a picturesque little bay of the Manitou Isle (Isle of the Great Spirit) with a fresh supply of firewood, than prayers were announced in the cabin. All the passengers, fore and aft, were congregated, and a respectable but roughly-clad old man, with a week's gray beard on his face, volunteered to officiate. He was a

deck passenger, and a Baptist preacher, as I understood. After offering up several excellent prayers, he discoursed sensibly enough on the consolations of religion; not, however, without the usual accompaniment of extempore preaching, repetition and tautology. Some of the worthy pastor's expressions, too, such as death-bed repentance being "not worth a cent" and his concluding sentence, "which is the devout wish of your humble and obedient servant. Amen!" sounded rather too familiar for the dignity of the pulpit.

On the other hand, the old man possessed a pleasing voice, and was fluent in his delivery and earnest in his calling. I believe every soul in the vessel except the officer of the watch and the man at the wheel was present, and all were most attentive. At one period of the service the minister read the first verse of a hymn, and, adding the usual exhortation "Let us sing," looked round, as if for assistance. After a long and rather awkward pause, an old gentleman in a distant corner cleared his voice and struck up a well-known air, a clear female pipe joined him from an opposite part of the cabin, the choir gradually swelled, and in the end the song of praise was very respectably performed. After prayers I went on deck, and, for the first time on fresh water, found myself fairly out of sight of land on all sides. The wind blew fresh, the weather was bright and cloudless, and the water, as I looked from the taffrail, was as blue as ocean. It was almost impossible to believe that we were not indeed ploughing the salt-sea wave.

The morning of the 30th September found us running along the eastern shore of Illinois—yet another province of the great continent laid open to our view. And at ten o'clock we anchored in Milwaukee Bay—a pretty-looking but unsafe harbour. The infant town is well situated on an elevated crescent of land above a small river; and, like most infants, looks particularly well at a distance Before we retired to our berths this last night of our voyage, a certificate of satisfaction with our captain was got up, and signed by the passengers; and upon adding the words "British Army" to my name, I observed an obvious increase of courtesy in the manners of many of my fellow-travellers.

October 1st brought the travellers to their destination. On awakening they found the steamer tied to the wharf—the voyage of more than 1000 miles achieved "in seven days minus as many hours." The narrow accommodations of the little vessel were exchanged for those of the Lake House, "an immense establishment kept in excellent style by an Englishman named Shelly." That afternoon the two officers, accompanied by an officer of the 34th Regiment whom they met after landing, started by wagon for Elk Grove, twenty-two miles west of Chicago. After a few days of rather poor sport they went on to Charleston on the Fox River where results were better. Returning to Chicago a week later, they boarded the *Illinois* and in a passage of sixty-seven hours arrived at Detroit on the evening of October 15th.

The Captain of the *Illinois* drew the admiration of his English passengers. He was, says the narrative, "precisely the character fitted to rule the crowds of wild customers who frequented his decks. Huge in

person, and rough and resolute in manner, though attentive in all essentials to his passengers, there was something characteristic in the significant simplicity of the single word 'Blake' in gold letters over his cabin door, instead of the invariable 'Captain's Cabin.' " 2


Leaving the *Illinois* at Detroit, "Bugle" accompanied his friend of the 34th Regiment, whom he had met at Chicago, to Amherstburg, where his regiment was then stationed. There the annual races were being held on an excellent course which had been laid out by the officers of the regiment on the glais of old Fort Malden. British, French, American and Indian visitors were present in great numbers. The Indians stood somewhat aloof from the crowd and did not seem to be greatly interested in the equestrian sports, but the French and Americans joined heartily in the amusements.

The most novel sport in the English visitor's opinion was a trotting match on horseback, "a la Yankee — three horses and heats of three miles — merciless work, ridiculous and ungraceful as a spectacle, and destructive of all the romance, if there be any, of horsemanship."

Amherstburg provided excellent shooting and the narrative tells of one day's sport which amounted to fourteen braces and a half of quail, a couple of ducks, a woodcock and a wild turkey. But all good things must come to an end, though not until the night of October 24th did our traveller start on the last leg of his journey. Leaving the hospitable board of the Amherstburg garrison he was rowed in the dark, by the garrison crew, alongside the Buffalo steamer, up whose lofty sides he was hauled hand over hand by the passengers as the vessel backed her paddles, though still going six or eight knots an hour in the river current.

3. "The master of the *Illinois*, Captain Chesley Blake, was a salt-water sailor who had been employed by Newberry as a ship captain. He was a man of gigantic stature, with a foghorn voice, a disposition far from meek and a wealth of profanity rivaling the vocabulary of the army in Flanders. He had numerous clashes with his employer from which he emerged more than once triumphant, repelling the Admiral's outbursts of invective with even louder shouts. When, as happened occasionally, Newberry was a passenger on his ship the doughty captain tolerated no interference by his employer. On one such voyage on the *Illinois*, homeward bound from Chicago to Detroit, Newberry was in a fussy mood and several times criticized the captain's management of the ship. At Mackinac Newberry was ashore and Captain Blake improved the opportunity to depart for Detroit, leaving the angry owner behind on the beach." See Quaife, M. M., *Lake Michigan*, pp. 152-53.

See also INLAND SEAS, This Issue, page 166, Gilchrist, Marie, *Captain Chesley Blake* (a ballad).



Recollections of the Great Lakes, 1874-1944

By LAUCHLEN P. MORRISON*

PART I



These memories are intended to be historical just so far as the memory of this writer permits. They are all founded on true incidents. They have been written mainly to satisfy the insistence of my brother, William R. Morrison, and my daughter, Mary, that I leave behind some of the recollections and memories of a life spent on the shores of the Great Lakes and intimately connected with the work herein described. These memories are lovingly dedicated to them.

The historical part of the Great Lakes has been taken up by more able historians than I am, who have no foundation to rely upon but my memory.

I WAS BORN in 1868 at Hancock on the Quincy Hill, Copper Country, Michigan, and the remembrances included in this sketch extend back to 1873.

My first recollection is that of crossing Lake Superior on the sidewheel steamer *Chicora*, going from the Copper Country of upper Michigan to the silver mines on the north shore of Lake Superior in what is now the province of Ontario, Canada. Many people, in fact most people, imagine that the water transportation in those days was slow, but it is a surprising fact that one of the speediest steamers ever to sail the Great Lakes was in existence in those days. The *Chicora* was one of the first side wheelers that had the feathering type of paddle wheels. The ship was built in England as a blockade runner during the Civil War, to run cotton from the Southern Confederacy to England, and when that trade played out she came to the Great Lakes. She was a very pretty little passenger ship, cozy and well fitted as to cabins. After sailing some time on the upper Great Lakes she was finally taken off and put on a run between Toronto

* See INLAND SEAS, Spring, 1948 for biographical sketch of author's father *Lauchlen Maclean Morrison, Captain on the Great Lakes*, by Neil F. Morrison.

and Queenstown Heights at the mouth of the Niagara River on Lake Ontario. She remained in this trade some years, and to the best of my remembrance was finally burned. This ship was capable of a speed of 21 knots or 24 miles per hour.

My chief remembrance of the Lake Superior crossing was that the dining room was fitted with large nickel plated coffee and tea urns with a tap for drawing off the contents. I was so taken with the procedure of getting coffee out of a tap that in spite of the warning of my mother I had several cups of a very modified coffee besides putting away a very substantial meal for a five year old. There was a sea running and on coming out on the deck after dinner I proceeded to donate the contents of my stomach to the fishes. I don't remember that I was very sick, for I turned to my mother saying, "Oh, mamma, mamma, there goes all my nice dinner."

On reaching Silver Islet, my father settled down to the humdrum life of surface mining superintendent. The company owned a small tug boat called the *Silver Spray*. She was a very pretty little boat. Her hull was painted a gleaming white, with a dainty frill of her red petticoat showing at the water line, and her cabin a vivid green the exact color of the spruce and balsam trees along the shore line of the lake. The brass work shone like gold. My uncle Donald, Dad's brother, was aboard at all times to watch the ship and keep a smoldering fire. Dad was a thorough sailor and he saw that Donald kept his muscles in good shape with the polishing rag and the paint brushes. The ship was as immaculate as a New England woman's kitchen and as pretty as a millionaire's yacht. She was used principally as a dispatch boat and my father and his brother constituted the whole crew.

During the tenure of this job, the Marquis of Lorne, later Governor General of Canada, and the Princess Louise, Queen Victoria's daughter, visited the mine. They were on their way to visit Port Arthur, then known as Prince Arthur's Landing, and Winnipeg, then known as Fort Garry. The Marquis wore kilts, something new to me, and the Princess dressed entirely in the tartan of the Lorne Clan. In my eyes the Princess was a wonderfully beautiful woman, and the Marquis had even a passenger steamboat captain eclipsed, our northern ideal of a topnotcher.

In the way of entertainment for the royal visitors, Dad took them out on the *Silver Spray* to see the raising of a private pond net which he owned and operated to help out the family larder, which in those days

consisted principally of salt pork and beans, fish, moose and caribou meat. The two latter were very good but as Dad was a game warden among his manifold duties, our family did not enjoy much of the wild meat except in the game season. The trip was planned for sunrise, and by good fortune Dad had an exceptionally good catch that morning. To this day I can see those beautiful silver whitefish and gleaming Great Lakes trout slithering over the rail and the Princess jumping up and down and squealing like a school girl. The royal guests fully conceded this was a new thrill indeed.

I have one more remembrance of Silver Islet, the steamer *Manitoba*. She was another beautiful small sidewheel passenger steamer that had a slight collision on Lake Superior not far from Silver Islet and put in to the mine docks for repair. The builders of ships in those earlier days had an eye to beauty as well as utility, and my father, who was a salt water seaman, early taught his boys to look for and see what constituted a beautiful ship. Even today I appreciate and enjoy the beautiful curves and sweeping lines of a well modeled ship.

Again my father batted for the vicinity. The mining company had a number one diving outfit. I don't know that my Dad had ever before had on a diver's armor but the water was beautiful and clear and the draft of the ship was light, about 9 feet, and I stood on the dock watching him under water, measuring and coming up to superintend the making of an open side bag or nose piece built of extremely heavy canvas, of the fitting of the same, and the covering of the whole with a series of battens. The ship made the trip from the upper end of Lake Superior to the lower end of Lake Huron without mishap, some 700 miles, under her own power.

Another vivid recollection of the year 1874: The mining company was in the habit of bringing the winter supplies for the camp or outfit on the last boat of the season, usually well along in November. On this particular year the supplies were coming on a big awkward sidewheeler called the *Algoma*. The fresh meat supplies were usually shipped on the hoof with a supply of hay and feed to carry them into the constant freezing weather of December when they were slaughtered and natural refrigeration kept them until the last soup bone was sucked clean. This year some early formed ice forced the *Algoma* on to a shoal within the sight of the people of the mining village. There was a wind rising. The

captain jettisoned some 30 to 50 head of Chicago's finest bone racks. Many, and maybe all, the cattle swam ashore and were herded down to the company's feed lot. Not many days afterwards, the first beef was on the market. The underground telegraph got in its work. The word was passed around from mouth to ear that many of the cattle were drowned and had floated ashore but that the company had dressed the beef the same as live ones. The sale of beef did not fall off, it simply stopped and the people went back to caribou.

I have already mentioned my Dad was supposed to arrest the slaughterers of this game. He had provided himself with two hind quarters during the season when such slaughter was lawful. Smoked and dried, it was not bad provender, but a long, long way behind the succulent steaks of a fresh slaughtered caribou. My Uncle, Dad's brother, was a fair Nimrod and as he was a boarder at our house, the dried venison affected him as well as us. There was a good deer yard where the caribou were herded for protection against the wolves during the winter, not far from the mining village. Every little while my uncle would disappear during the afternoon, arriving home again after night fall. Usually the next morning my father would go out into the woodshed and when he came back into the house would say to my mother, "Mary, it's wonderful how that venison hangs on."

That was the last winter spent at Silver Islet. The mine was a freak lode, a good portion of it was under the bottom of Lake Superior, for in the late summer of 1875 it petered out. We left late in the fall and journeyed down to a small village called Corunna, some six miles south of Sarnia at the foot of Lake Huron, and settled on some farm land that my father had purchased some time previous. Strange to relate, we journeyed on the same *Manitoba*. But I now think that the canvas jacket that Dad had constructed for the broken nose the ship had acquired in her mishap had a deal to do with the mystery. For my Dad was a canny Scot and free transportation for himself and family would put joy in his heart for many days to come.

The *Silver Spray* was around for many years. I do not know her final end but I expect she ended as a grubby, sooty little work boat pushing steamers and vessels around Fort William and Port Arthur harbors. Of the *Manitoba** there will be more to come.

* See INLAND SEAS, October 1945, p. 29 for illustration.



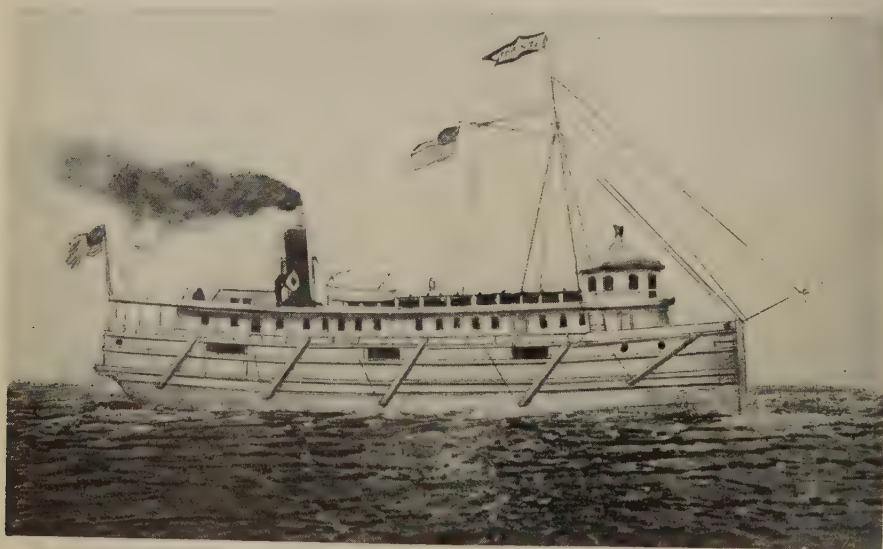
THE *City of Chicago* in 1895, later remodeled and named *City of Saint Joseph*. Photograph by Rev. E. J. Dowling. (See page 205.)



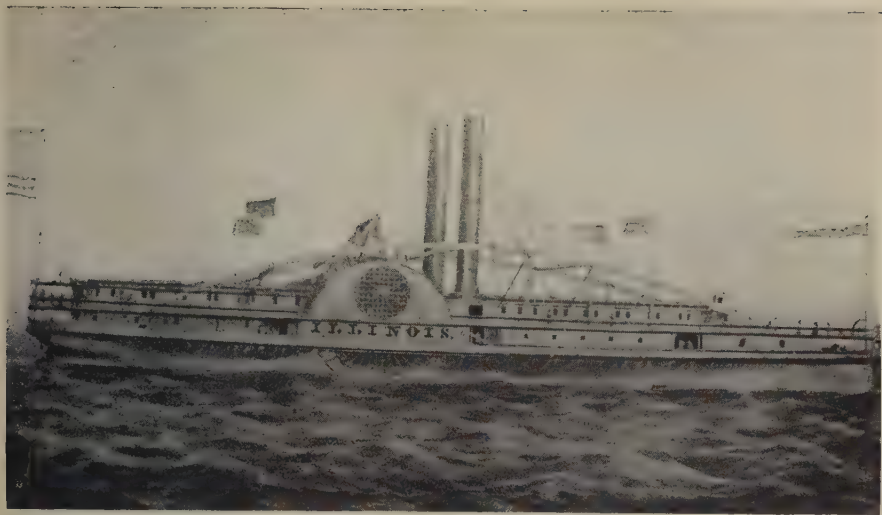
THE *Nassau* at South Chicago, June 19, 1946. Photograph by Rev. E. J. Dowling. (See page 205.)



THE *Lawrence* (sister ship of the *St. Albans*) built in 1868 at Cleveland for the Northern Transportation Company. Photograph by courtesy of Louis Baus. (See page 154.)



THE *Granite State*, built in 1852 at Cleveland for the Northern Transportation Company. Photograph by courtesy of Louis Baus. (See page 158.)



THE *Illinois*, built in 1837-38 at Detroit. Photograph by courtesy of Louis Baus. (See page 168.)



VIEW FROM THE MARTYRS' SHRINE of the site of old Fort Ste. Marie on the River Wye, showing the three reconstructed stone bastions. The lake and marsh beyond is the ancient Lake Isigaurus, now Mud Lake, a distance of one mile from Georgian Bay. (See page 159.)



A PAINTING BY AN UNKNOWN ARTIST depicting the Jesuits and their followers setting forth on Georgian Bay for their new home on Christian Island after the destruction of Ste. Marie in 1649. The picture hangs in the Martyrs' Shrine which is erected on a high hill to the north where hundreds of pilgrims come annually to honour the memory of the martyrs.

Journal kept on board of the U. S. S. Storer
 May 1844
 weather and navigation. When under way
 Sunday Commenced with pleasant weather
 the 19 at 11.15 A. M. commenced voyaging from
 Brighton for the purpose of 12.15 to 1.15
 arrived at 1.15 where the weather was
 2. the day the sun being obscured
 the sun moved off shore through
 in ascending and taking distance
 the latter part pleasant weather
 the 18 hours

the 18. the sun & moon were seen with light breeze
 from the N. E. at 1.15 of the wind shifted
 to the N. W. with light breeze and rain
 the sun and moon were seen off shore
 through the clouds at 1.15 arrived at
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore

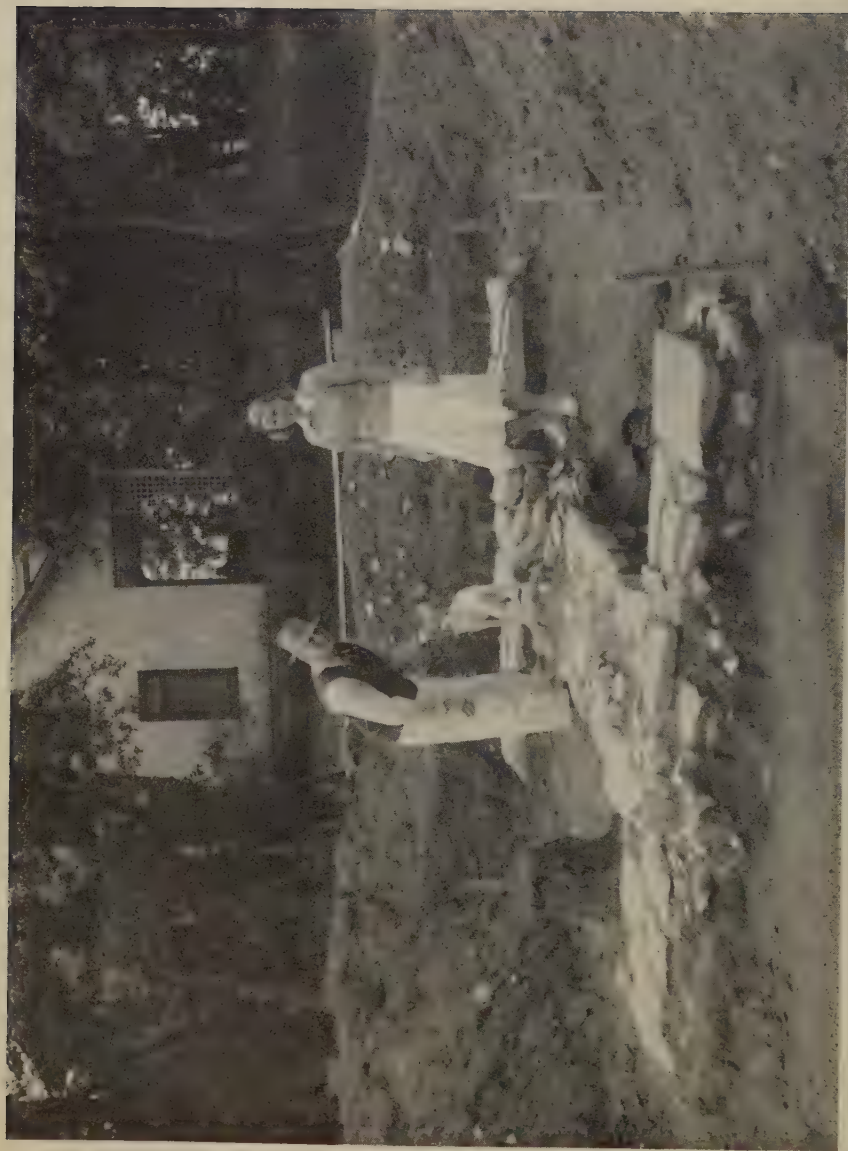
the 21. When 24 hours were over we will give notes
 from the 18.15 the sun being obscured
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore

the 22. the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore

the 23. Commenced with pleasant weather with a light
 breeze from the S. E. at 8.00 of the wind
 from the S. E. at 11.15 arrived at 11.15
 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore

the 24. Commenced with pleasant weather with a light
 breeze from the S. E. at 8.00 of the wind
 from the S. E. at 11.15 arrived at 11.15
 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore
 at 1.15 the sun & moon were seen off shore

FROM THE ORIGINAL JOURNAL of the U.S.S. Abert in 1844, on file
 at the Detroit office of the U. S. Lake Survey. (See page 148.)



MR. AND MRS. WILFRED JURY at the excavations of the mission-fort, Stc. Marie-on-the-Wye, near Midland, Ontario. The picture shows stonemasonry in the centre of a large 120-foot building, over which a wing 40'x20' projected. The stones were quarried and carried in boats three miles from a point now known as



CLEVELAND YACHT CLUB's first waterfront home at foot of East 9th Street, Cleveland, in 1901. Photograph by the *Cleveland Plain Dealer*. (See page 188.)



ROCKY RIVER, OHIO, with Cleveland Yacht Club in center of picture, as it looks today.
Photograph by Alex Thiel. (See page 191.)

History of the Cleveland Yacht Club

By AL MASTICS

PART I

IT IS LESS than 300 short years ago that the first white man wetted an oar in Lake Erie's waters. Yet in that short space of time a civilization much farther advanced than the ones on other continents that took thousands of years in evolving, has developed out of the wilderness along the shores of that great lake.

The Indians in those days did not like the south shore of Lake Erie between the mouths of the Cuyahoga and Black Rivers. If they happened to be caught off shore in a sudden blow it usually meant the end in their frail craft. The banks of shale and clay were high, steep and slippery and the coves too few and far between. Rocky River was the only haven there.

The first recorded history of Rocky River is that contained in the story of the ill-fated expedition headed in 1763 by Major Wilkins¹ who was attempting to carry aid to the besieged forts west of Fort Niagara. Six hundred men banded together and started west in a fleet of bateaux, lightly built and powered by oars. After many ambushes, while portaging their boats up the Niagara escarpment, during which casualties were heavy, they finally succeeded in reaching Lake Erie and started west. It was November. Oars and paddles aided by lug sails when the wind permitted, carried the fleet along.

By night fall of November 7th the flotilla was off the Cuyahoga River, but Wilkins refused to stop to make camp. The weather looked good. He was told that another river seven miles west would give good shelter should he need it. He pushed on. Just before midnight a sudden and violent storm struck. The 40 or more boats, half canoe, half barge, were closely bunched. They began to fill rapidly. Three were wrecked against the bank off what is now Lakewood. About a half dozen gained

1. See *Early Disasters on Lake Erie* by I. S. M. (INLAND SEAS, Jan. 1945, pp. 13-17).

the mouth of Rocky River, which had two outlets then with a marshy island, where Clifton Park beach is at present, in between. The others foundered on the marshy island and along the bluff to the west. The stern and ribs of some of these were long a landmark on Rocky River beach.

The survivors gathered on the bluff, now known as Eell's Point, where Commodore Lee Wilson's home stands. Seventy men were lost and all the boats and ammunition. From there they started their long and perilous trek over land to their base.

The following year, August 8, 1764, to be exact, Colonel John Bradstreet led a party of 3000 men west from Niagara Falls and assigned them to garrisons in Michigan and Indiana. He started back along the lakes in his bateaux on October 18. The weather was fair, the breeze southwest and favorable. The French-Canadian pilot was positive there would be good weather. At dusk the boats were dragged up on a sandy beach about a mile west of Rocky River. Why they didn't go into Rocky River where they would have been safe no one knows.

Bradstreet left his whole fleet of frail craft with their sterns in the water and made camp. The spot is now known as Hahn's Grove. A gale rose with wind, snow, sleet. The soldiers struggled to drag the boats farther ashore—but only a few were saved. Provisions, cannon and ammunition, all were lost. It blew for three days, a typical Lake Erie Nor'easter. Bradstreet and his 1100 men shivered as they tried to repair the rescued boats, and buried the equipment they couldn't carry away. When the storm died they took their boats to Rocky River to the island on which Cleveland Yacht Club now has its home, to complete the job.

They finally started back, some on foot and some in boats. Those in boats were later lost in a Lake Ontario storm. The Indians took the buried equipment except for a few bayonets, which were found not many years ago. Some of the men from that expedition are on that island in Rocky River today. They were the ones who died of exposure and illness and were buried there in the wilderness.

Just after 1850, not quite a hundred years later, Cleveland was a mighty fast growing city. It had the growing pains that usually accompany the development of an industrial metropolis. Long range development was overlooked. Cleveland was eager to get the new railroads on any terms. They naturally followed the routes of least resistance wherever possible. The easiest route east and west through the city was

along the shore of the lake. One of the railroads took it, blocking the public from easy access to the lake. Then side tracks, freight yards, warehouses, mills and factories sprang up along the right of way. Cleveland needed them and practically gave away its greatest natural asset to get them.

There were, however, some men and women who looked to the future and wanted to preserve the lake shore for the recreation of the people who populated the city. Among these was the Hon. George W. Gardner who, in the eighties, served as mayor of the city. An ardent yachtsman, he eventually became known as the "father of yachting on Lake Erie." To him goes the credit for founding the Cleveland Yacht Club and, a few years later, the Interlake Yachting Association. With a group of other busy men, drawn together by a common bond, the love of water and boats, he organized the Cleveland Yachting Association in 1878, 70 years ago. The new yacht club became the center of the city's social life. Headquarters were established in the old Case Block, located on the present site of Cleveland's main public library at the corner of Superior avenue and East 3rd street. A dock building was erected just inside the swinging railroad bridge in the mouth of the Cuyahoga River.

T. H. Smead was elected the first commodore with W. P. Francis, vice commodore and Harry Gerlach, rear commodore. C. P. Smith was secretary, H. G. Phelps, treasurer and R. T. Bell, measurer. The trustees were C. P. Smith, R. E. Patterson, B. Lyman, R. E. Giel, Jr. and Sam Law. The date was September 21, 1878.

Mr. Gardner was away at the time and Smead stayed in office only a few weeks until his return. On April 5, 1879, George W. Gardner took over as commodore by unanimous vote. He held that position for 16 years until 1896 when he asked the club to elect a successor, his time being taken by extended travel and explorations. He was then elected the club's honorary commodore and Luther Allen, banker and industrialist, took over as commodore for a one year term, Commodore George H. Worthington being elected to office in 1896.

In those days the lake front away from the mouth of the busy Cuyahoga was mostly open country. The government breakwater extended only as far as Erie (East 9th) street. Rocky River island was used by Captain Alexander Horn (father of Walter Horn) as a fishing station. It was extremely marshy. There were no street cars then. What is now Clifton Park was a grove with a picnic pavilion in its center. The suburb

of Lakewood was farm country. Rocky River Village consisted of Silverthorne's tavern and two or three other stores. From the lake off the mouth of Rocky River nothing could be seen but green foliage—not a roof, a chimney or a sign of human habitation. Yet that was only 65 years ago.

The Society has a sketch prepared from a faded photograph taken about 1880. It shows the island as it was in those days at the indentation where the marine railway is now located. The island at that time, as stated above, was used only by Captain Horn. It was extremely marshy and was improved with a few ramshackle fishing buildings. In the picture Captain Horn is in the rowboat at the left. On the right is the old ice house which stood where Warren Robert's boat house stands today. Its annual winter harvest was sold throughout Cleveland and sent through the state on canal boats.

The fleet of C. Y. A. in its first year consisted of fifteen yachts including Commodore Gardner's steam yacht *Rosaline*, the flagship. In 1880 Commodore Gardner put up many fine trophies, and boats came from every lake, except Superior, on the 4th of July for the free-for-all races.

On January 17, 1885 at a joint meeting of the Cleveland Yachting Association and Cleveland Canoe Club, the nucleus of the Interlake Yachting Association was formed. Gardner was elected president. Fifty yachts attended the first I.L.Y.A. regatta in July, 1885.

On October 3, 1888 the name of C. Y. A. was changed to the Cleveland Yacht Club and the club was incorporated. The Secretary of the Treasury of the United States granted the club a lease of the lake front in the rear of Marine Hospital just east of "Suicide Pier" at the foot of Erie street. Percy W. Rice, John G. White and G. W. Luetkemeyer were given the credit for securing the lease.

In 1891 the foundation for the new club house was laid. On September 12, 1895 the building was dedicated with a reception for gentlemen between 2 and 5 P. M. and a promenade concert for both sexes between 7 and 9, followed by dancing until 11 o'clock. The building adjoined Lake View Park to the east and was built at a cost of \$20,000.00.

In 1895 there were 300 active, 40 life and 6 honorary members, a total of 346. Incidentally Jacob D. Cox, one of those life members, is still living in Cleveland. He still races actively in dinghies on Cape Cod and cruises in his large schooner, *Paradise Bird*. The fleet in 1895 consisted

of 25 sailboats, five steam yachts and five of the new-fangled naphtha launches.

In 1896 C. Y. C. directed the Cleveland Centennial regatta, the largest ever held in fresh water up to that time.

Commodore George Worthington took over the reins in late 1895, when the club house was dedicated, and continued in office until 1914. You will note that in a 35-year period the club had only four commodores; of those two served only approximately 19 months together. Today there is an annual change in the lineup of officers. It hardly seems that the new system is for the benefit of the club. The constantly changing administrations cannot profit by the experience of those that have gone before, and certainly no long range planning is possible.

It always reminds me of a story Commodore Thomas H. Wade of the Royal Canadian Yacht Club likes to tell. It surprises him, he says, when he visits any I.L.Y.A. club to note the many present commodores, the many past commodores and the great number of ones who are shooting for the office. One day he was serving on the Mills race judges' committee at Toledo. The judges were aboard the swank power yacht *Priscilla*. Wade went below. He saw all the necessary ingredients for a drink on the galley shelf. Sticking his head up through the hatch he called out, "Commodore, will you have a drink?" Twenty-two people answered, "Yes."

The new club house at the foot of Erie street was the center of Cleveland's social life. The main social events of the season were held there. Its gas lit chandeliers and candelabra glittered through the cool evenings as well dressed people danced over the inlaid parquet floors. Prominent men sat in private chambers discussing and planning their next political and financial ventures. The dining room was an excellent one. At noon each day the club house was surrounded by the carriages of the wealthy who had come down for lunch or to entertain and impress their guests. Club meetings were well attended. There was an air of conviviality and when the group adjourned it was the custom to rise and sing "Auld Lang Syne."

The Cleveland breakwater at that time extended only as far as East 9th street. The yachts were anchored out in front of the club in almost open water, the smaller ones being moored behind a short fill.

Between 1897 and 1899 five C. Y. C. boats developed the habit of mooring in Rocky River for the summer. They were the *Growler*,

west channel and brought high rents for the summer season. The west channel, incidentally, was the river at that time, and that is why the island belonged to Lakewood until 1945.

The only access to the island was a ferry from Clifton Park at the spot where Commodore Wilbur J. Wright's cottage stands today. The large stones used for the ferry landing are still there. Later a suspension foot bridge was built from the west shore near E. E. Pettibone's home.

Alexander Winton was elected commodore of Lakewood Yacht Club in 1908. His motor yachts *LaLa* and *LaBelle* and steam yacht of the same name as the latter, were famous in local yachting. Billy O'Neil served as club steward. Clifton Park Lagoon was created.

Labor Day was the big day for the social members. There were canoe and tub races and shore sports. The speed boats put on a good show, with H. H. Timken's *Kittyhawk* V taking most of the silver. Dock rates were 20 cents per foot and double that for house boats. The club had its channel, judges' boat and guest troubles even then.

A. Y. Gowen, the cement king, bought the 77 foot *Speejacks* (now Frank Jontzen's *Ludwine*). He started up the Hudson and through the canal, but a break closed up the canal for a month. So *Speejacks* went back to the Hudson and up through the St. Lawrence River.

The club bought the island in 1906 for \$9000.00 and was trying hard to pay for it. Dredging and bulk heading was a must. Willow trees were planted to prevent the island washing away. More members were needed, so dues would not have to be raised. Members were chided for carrying magazines away from the club house.

Psammiad, the first Class R yacht, was brought from the east by A. J. Prentice. A new cinder path was laid from the ferry in Clifton Park to the top of the hill. Winton brought in his steam yacht *LaBelle* of 165 gross tons.

The "Follies of Lakewood Yacht Club" hit the stage of Cleveland Theatre in April, 1912. It was a show based on life at L. Y. C.—about the rivalry between the sail and power boat men. It was complete with drills, dances, music and jokes. The muffed lines of the players were well covered up by Bill Woods, the director, who also wrote the script and built the scenery. Commodore Myron B. Vorce was end man, and Commodore A. Y. Gowen the interlocutor. The theme song was *I want a Girl just like the Girl that Married dear old Dad*. Although the *Titanic* disaster cut into the show's publicity, it netted a good profit.

A June squall that year raised havoc with the fleet. There was much ado about the power boats speeding up and down the river and threats of enforcement of the speed law.

During winter months L. Y. C. members met at the Cleveland Athletic Club. Their annual trophy banquet was held at Colonial Hotel. On January 24 and 26th, 1913, meetings were held at L. Y. C. and C. Y. C. to discuss a merger of the two clubs. There was unanimous approval.

The plan included a \$50,000.00 bond issue for the following purposes: \$15,000.00 to pay debts of both clubs; \$12,000.00 for a new cottage club house on the island; \$10,000.00 for piling, dredging and landscaping; \$1,000.00 to paint and repair the old C. Y. C. building; \$5,000.00 for a yacht to be used as a ferry between the island and downtown Cleveland to bring members out for dinner; \$7,000.00 for other improvements, such as a bridge to the island, tennis courts, hand ball, quoits and croquet grounds. So they mortgaged the properties for \$50,000.00, with Worthington, Winton, and Gowen personally guaranteeing the debt.

L. Y. C. had 326 members on Jan. 11, 1913. A temporary organization of the merged clubs was set up on March 27, 1913. The following month Bell and Cuyahoga telephones were installed. In May 1913 the L. Y. C. Barometer became the C. Y. C. Barometer. The East 9th street clubhouse, closed for over two years, was redecorated and reopened in May. Initiation fee was \$5.00, dues \$20.00. That was a big year for Great Lakes yachting. It was the centennial of Commodore Oliver Hazard Perry's victory at Put-in-Bay. The Interlake planned a 30-day regatta to celebrate the event. Commodore George H. Worthington of Cleveland was elected to head the show. The stately schooner yacht *Priscilla* was his flagship. There was \$25,000.00 in cash prizes. Sail yachts, power boats, air craft and water sports each had a week allotted to them. Alexander Winton put up a huge silver trophy for a long distance race to the Bay from Rocky River for the 18-footers. It had a silver lid at the time which today is missing. It was won by the *Gardenia* from Toronto.

During power boat week A. Y. Gowen's *Speejacks* put on a match race with *Shadow* owned by C. G. Fisher of Indianapolis. Both boats were products of Seabury & Co. *Speejacks* won by 5½ minutes over the 33 mile course from the Bay around West Sister Island and return. The loser had to pay all expenses for a six weeks cruise to Florida for both boats, including the crew's wages.

Lee de Forest, at the regatta, made the first radio broadcast of any sporting event from a yacht loaned him for the occasion and named *Electra*.

Naphtha launches lined the docks and the new fast launch *Arrow* attracted many curious observers. Hotel Victory was the show place of the island. Its tree-lined walks, vast swimming pool and luxurious accommodations attracted both tourists and yachtsmen who jammed the street car that ran out to it. The navy sent the *Wolverine* and *Wilming-ton* to take part in the ceremonies. With the fleet of huge steam yachts they formed an impressive background for the racing yachts with their long bow-sprits, gaffs and topsails.

On July 15, 1913 Winton's *LaBelle* sank at her dock in Clifton Park Lagoon. Lakewood firemen raised her and the insurance company paid.

That summer C. Y. C. bought a second hand county road bridge that had stood near Elyria, Ohio. It was loaded on flat cars and shipped to Rocky River, to be used as a vehicular bridge between the island and the mainland over the west channel. It was designed to lift to let tall-masted yachts pass beneath, but was not, however, installed for at least a year afterwards. This bridge is still in use.

It was during 1913 that the Cleveland Boat Club was formed. Its first commodore was Thomas C. Greene. The initiation fee was 75 cents and dues 25 cents per month. The club planned to build a floating clubhouse. Its first discouragement came during the Big Storm of 1913 when the Steamer *State of Ohio* broke from its moorings, drifted down upon the fleet and made kindling of much of it.

C. B. C. built a small clubhouse on the land near the C. Y. C. building which stood there until the Cleveland Sesquicentennial Exposition in 1946.

December 13th was trophy night in 1913. Held at the East 9th street station, the principal speaker was George F. Burrows, who sails the ketch *Shadrach* out of C. Y. C. today.

A. Y. Gowen had been commodore of L. Y. C. just before the merger, and in 1914 was elected to head the Cleveland Yacht Club.

Ted Zickes had his Lakewood Yacht Yard on the island. In April, 1914, production was stopped by a strike of carpenters.

(To be continued)

Burning of the Erie¹

THE STEAMBOAT *Erie*,² under command of Captain Titus, left the dock at Buffalo on the afternoon of August 9th, 1841, laden with merchandise, destined for Chicago. As nearly as could be ascertained, she had on board about two hundred persons, including passengers and crew.

"The boat had been thoroughly overhauled and recently varnished. At the moment of her starting, though the wind was blowing fresh, everything promised a pleasant and prosperous voyage. Nothing occurred to mar this prospect till about eight o'clock in the evening, when the boat was off Silver Creek, about eight miles from the shore, and thirty-three miles from the city, when a slight explosion was heard, and immediately, almost instantaneously, the whole vessel was enveloped in flames. Among the passengers were six painters, who were going to Erie to paint the steamboat *Madison*. They had with them some demijohns filled with spirits of turpentine and varnish, which, unknown to Captain Titus, were placed on the boiler-deck directly over the boilers. One of the firemen who was saved, says he had occasion to go on deck, and seeing the demijohns, removed them. They were replaced, but by whom is not known. Their inflammable contents undoubtedly aided the flames in their rapid progress.

"Captain Titus, who was on the upper deck at the time of the explosion, rushed to the ladies' cabin to obtain the life-preservers, of which there were about one hundred on board; but, so violent was the heat, he found it impossible to enter the cabin. He returned to the upper deck, on his way giving orders to the engineer to stop the engine, the wind and

1. Extract from *Thrilling Adventures by Land and Sea, being Remarkable Historical Facts, Gathered from Authentic Sources*. Edited by James O. Brayman, Esq. New York and Auburn, 1855, pp. 250-257.
2. See INLAND SEAS, Vol. 1, No. 1, January 1945. Reproduction of colored etching "Burning of the Steam-Boat Erie" owned by The Great Lakes Historical Society, p. 24; text of picture with passenger list, pp. 41-42.

the headway of the boat increasing the fierceness of the flames and driving them aft. The engineer replied, that in consequence of the flames he could not reach the engine. The steersman was instantly directed to put the helm hard a-starboard. She swung slowly around, heading to the shore, and the boats — there were three on board — were then ordered to be lowered. Two of the boats were lowered, but, in consequence of the heavy sea on, and the headway of the vessel, they both swamped as soon as they touched the water.

“We will not attempt to describe the awful and appalling condition of the passengers. Some were frantic with fear and horror, others plunged headlong madly into the water, others again seized upon any thing buoyant upon which they could lay hands. The small boat forward had been lowered. It was alongside the wheel, with three or four persons in it, when the captain jumped in, and the boat immediately dropped astern, filled with water. A lady floated by with a life-preserver on. She cried for help. There was no safety in the boat. The captain threw her the only oar in the boat. She caught the oar and was saved. It was Mrs. Lynde of Milwaukie, and she was the only lady who escaped.

“In this condition, the boat, a mass of fierce fire, and the passengers and crew endeavoring to save themselves by swimming or supporting themselves by whatever they could reach, they were found by the steamboat *Clinton*, at about ten o'clock that night. The *Clinton* had left Buffalo in the morning, but, in consequence of the wind, had put into Dunkirk. She lay there till near sunset, at which time she ran out, and had proceeded as far as Barcelona, when just at twilight the fire of the *Erie* was discovered, some twenty miles astern. The *Clinton* immediately put about, and reached the burning wreck.

“It was a fearful sight. All the upper works of the *Erie* had been burned away. The engine was standing, but the hull was a mass of dull, red flames. The passengers and crew were floating around, screaming in their agony, and shrieking for help. The boats of the *Clinton* were instantly lowered and manned, and every person that could be seen or heard was picked up, and every possible relief afforded. The *Lady*, a little steamboat lying at Dunkirk, went out of that harbor as soon as possible, after the discovery of the fire, and arrived soon after the *Clinton*. By one o'clock in the morning, all was still except the melancholy crackling of the flames. Not a solitary individual could be seen or heard on the wild waste of waters. A line was then made fast to the remains of the

Erie's rudder, and an effort made to tow the hapless hulk ashore. About this time the *Chautauque* came up and lent her assistance.

"The hull of the *Erie* was towed within about four miles of shore, when it sank in eleven fathoms of water. By this time it was daylight. The lines were cast off. The *Clinton* headed her course toward Buffalo, which place she reached about six o'clock.

"Upon inquiry it was found that there had been between thirty and forty cabin passengers, of whom ten or twelve were ladies. In the steerage there were about one hundred and forty passengers, nearly all of whom were Swiss and German emigrants. The whole number of persons on board, who were saved, did not exceed twenty-seven.

"All that imagination can conceive of the terrible and heart-rending was realized in the awful destruction of this boat. Scores sank despairingly under the wild waters; but there is reason to fear that many, very many, strong men, helpless women, and tender children perished in the flames.

"Among the passengers were a young gentleman and lady, who first became acquainted with each other on board. The lady was accompanied by her father. Upon an intimacy of a few hours an attachment seems to have been formed between this couple. When the passengers rushed to the deck, after the bursting forth of the flames, the lady discovered her new acquaintance on a distant part of the deck, forced her way to him, and implored him to save her. The only alternative left them was to jump overboard, or to submit to a more horrible fate. They immediately jumped, the gentleman making the first plunge, with a view of securing for the young and fair being, who had measurably committed to his hands her safety, a plank floating a short distance from the boat. As soon as the plank was secured, the lady leaped into the water, and was buoyed up by her clothes, until the gentleman was enabled to float the plank to her. For a short time the young man thought that his fair charge was safe; but soon his hopes were blasted — one of the fallen timbers struck the lady on the head, her form sank upon the water, a momentary quivering was perceptible, and she disappeared from human view. Her father was lost, but the young gentleman was among the number picked up by the *Clinton*.

"There was a fine race-horse on board, who, soon after the alarm, broke from his halter at the bow of the boat, and dashed through the crowd of passengers, prostrating all in his way; and then, rendered frantic by terror

and pain, he reared and plunged into the devouring fire, and there ended his agony.

"One of the persons saved, in describing the scene, says: — 'The air was filled with shrieks of agony and despair. The boldest turned pale. I shall never forget the wail of terror that went up from the poor German emigrants, who were huddled together on the forward deck. Wives clung to their husbands, mothers frantically pressed their babes to their bosoms, and lovers clung madly to each other. One venerable old man, his gray hairs streaming in the wind, stood on the bow, and, stretching out his bony hands, prayed to God in the language of his father-land.

"'But if the scene forward was terrible, that aft was appalling, for there the flames were raging in their greatest fury. Some madly rushed into the fire; others, with a yell like a demon, maddened with the flames, which were all around them, sprang headlong into the waves. The officers of the boat, and the crew, were generally cool, and sprang to lower the boats, but these were every one successively swamped by those who threw themselves into them, regardless of the execrations of the sailors, and of everything but their own safety.

"'I tried to act coolly — I kept near the captain, who seemed to take courage from despair, and whose bearing was above all praise. The boat was veering toward the shore, but the maddened flames now enveloped the wheel-house, and in a moment the machinery stopped. The last hope had left us — a wilder shriek rose upon the air. At this moment the second engineer, the one at the time on duty, who had stood by his machinery as long as it would work, was seen climbing the gallows head, a black mass, with the flames curling all around him. On either side he could not go, for it was now one mass of fire. He sprang upward, came to the top, one moment felt madly around him, and then fell into the flames. There was no more remaining on board, for the boat now broached around and rolled upon the swelling waves, a mass of fire. I seized upon a settee near me, and gave one spring, just as the flames were bursting through the deck where I stood — one moment more and I should have been in the flames. In another instant I found myself tossed on a wave, grasping my frail support with a desperate energy.'

"One of the not least interesting facts connected with the catastrophe, was that the helmsman was found burnt to a cinder at his post. He had not deserted it even in the last extremity, but grasped with his charred fingers the wheel. His name was Luther Fuller. Honor to his memory!

"A boy of twelve years of age, named Levi T. Beebee, belonging to Cleveland, Ohio, was among those saved. He exhibited a degree of self-possession and fortitude rarely surpassed. Though molten lead from the burning deck was dropping on his head, and his hands were scorched by the flames, he clung for at least two hours and a half to the chain leading from the stern to the rudder."

Contributed by ALEXANDER C. BROWN

Marine Intelligence of Other Days

A series of reprints from old newspapers on Great Lakes affairs of earlier days. Readers are invited to contribute similar brief sketches from local papers to be found in their libraries or historical societies. Thus may valuable material be made available to all.

—EDITOR.

THE NEW SHIP MILWAUKEE

Mr. Calhoun:* The undersigned, passengers on board the Ship *Milwaukee*, request permission through your columns, to give expression to the sentiments with which they were impressed, and state some of the incidents that occurred during their short, but eventful passage from Chicago to this place.

Highly appreciating the public spirit of the owners of the *Milwaukee*, to whose enterprise the whole country on the Upper Lakes is indebted for adding the first SHIP to the mercantile marine of these inland seas. A sense of justice impels us to bear cheerful testimony to the beautiful model of this superb vessel, and her adaptation to the purposes of accommodating passengers and carrying freight on the lakes, — as, also to the skillful manner she was worked by her Mates and Seamen, (whose prompt attention to duty was observed by all on board) and to the grace and ease of her motions. We feel, indeed, that every individual whose interests are identified with or whose sympathies are enlisted in behalf of the enterprising merchants who have been the pioneers in navigating these distant waters by ships, and who have thereby added

* —Editor Chicago Democrat.

largely to our trade, and enabled capitalists abroad to form a more correct estimate of the importance of the commerce of the Upper Lakes.

But it is with deep regret, that the same sense of justice forbids us to speak of the person in command of the ship, in like terms of commendation. The language, the demeanor, and the entire bearing of the captain of the *Milwaukee* towards his passengers, was marked by a discourtesy as repugnant to the feelings of gentlemen, as it was violative of every rule of hospitality and politeness.

Having been driven by the inclemency of the weather, to seek shelter in the after cabin below, (where we had been assigned berths for the night,) we were suddenly assailed by the captain, who had come two or three steps down the companion-way for that purpose, in the following (for *him* it would seem), characteristic language: "Come out of this cabin, every d——d soul of you! If you don't know no manners, I'll learn you some! D——d hogs!", was another of the polite terms used by him in addressing the passengers.

Such language and such treatment, being totally unsuited to the *tastes and habits of gentlemen*, would not for a moment have been tolerated by us, under any other circumstances than *at sea*, where redress could only be sought at the hazard of incurring a charge of mutiny.

Being sincerely desirous that the laudable enterprize of the owners of the *Milwaukee*, should eventuate prosperously, we have thought that justice to them, and duty to the public, requires of us the foregoing expositum of fact.

Philo White
Alpheus Bixby
R. C. Knapp
R. W. Hyde
J. W. Walker
Ira Kimberley
Jesse Reithler
M. Cawker
Thomas Evans

John M. Potter
William Payne
William Knight
Alva Brown
Loan Dewey
Aaron Eggleston
Calvin Harmon
A. W. Hatch

Center Lamb
A. Ferguson
James R. Langdon
R. S. Gilbert
S. J. Russell
John W. Casey
A. Cook
Obadiah White

Chicago *Democrat*,
July 13, 1836.

Note: The *Milwaukee* was wrecked at 2:00 a. m., 18 November 1842, off the mouth of the Kalamazoo River, Lake Michigan, by the big storm

of the 17th and 18th of that month. Only six persons out of the fifteen on board were saved. She was a total wreck but her cargo of 2,000 barrels of flour was saved.

Captain John.

THE FIRST EXPORTATION OF WHEAT FROM LAKE MICHIGAN

Chicago, April 29, 1849.

GENT — In your paper (*Chicago Daily Democrat*) of March 30th you state that the first shipment of wheat was made in 1836, from Grand River, Michigan, in the brig *John Kinzie*, of which I was master.

Knowing your desire to get facts near as may be, I take the liberty to correct an error of your informant, and while so doing will make some further statements that may be of interest to your readers.

In 1833, the brig *John Kinzie* was built under my direction especially for the trade of the upper lakes, and was at the time the only brig in service above Lake Ontario; consequently she was considered an experiment by most persons. She answered the purpose fully, so much that the next year two others of larger size were built, and soon after the number increased rapidly. At that time all vessels in the trade were fitted for carrying passengers — the fare being as high as \$25 from Buffalo and \$20 from Detroit to places on Lake Michigan, generally \$5 less from each place. The following year, 1834, I took the first shipment of wheat from Lake Michigan of about 2,000 bushels — from St. Joseph, Mich. A small shipment of wheat was made the same season from Michigan City, by the schooner *Post Boy*,¹ which was capsized near the Manitou Islands. Some valuable lives as well as cargo were lost. Up to this time there were very few white families from Fort Gratiot around to St. Joseph, and none on the west side of Lake Michigan, to my knowledge, until within a few miles of Chicago. As the depth of water at the mouth of St. Joseph River would not allow a vessel drawing more than seven feet of water to pass, I determined to make another experiment, which was to build a schooner of 130 tons with a center board expressly for that trade, it being better than to go to Chicago. Those interested with me consented and the schooner *St. Joseph* was built, and took one or two cargoes in 1835. There was none shipped after that

1. 1836 is correct year, not 1834. — H.A.M.

from Lake Michigan to my knowledge, until 1838. It required all her flour (and not then sufficient) to supply the great demand caused by emigration. Previous to this time, it was thought by persons navigating the lakes that it would not answer to build (a vessel) of more than fifty or sixty tons with a centreboard, (or rather a ship keel was then used for shoal water), now nearly all vessels of whatever size are built with them.

Yours &

R. C. Bristol²

— *Chicago Daily Democrat*, May 8, 1849.

Captain John.

THE CHESAPEAKE

The recent trip of the *Chesapeake* to Detroit was a successful experiment in the use of Ohio coal for fuel . . . Captain Howe informed us that eighteen inches of steam could be raised with coal as easily as twelve inches with wood . . .

The use of coal on Lake boats must soon become general, so great are its advantages over wood for fuel. Should the change become general, Cleveland will be the great coal depot of the Lakes, and Ohio will gather a rich harvest from her inexhaustible mines . . .

— *Cleveland Herald*, April 13, 1841.

2. Master of lake vessels, member of forwarding house of Bristol & Porter of Chicago, Director of Chicago Board of Trade at its organization in 1848.

GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

MAY, 1948

Twelve Great Lakes steamship companies applied for government financial aid to modernize the lakes cargo fleet as a defense measure. Congressman Alvin F. Weichel (R.) of Sandusky, Ohio, had urged them to seek government aid, arguing that new ships were needed to supply the steel industry with sufficient ore. Gilbert R. Johnson, counsel for the Lake Carriers Association, asserted that 79% of the 313 lakes cargo vessels were more than thirty years old, and that less than 10% of the fleet had been constructed in the last ten years.

MAY, 1948

The motor vessel *Inland* was sold by the Inland Steel Company of Chicago to Transit Tankers & Terminal, Ltd. of Montreal, which was to convert her into a tanker. The *Inland* was a sistership of the *Steelvendor*, lost in 1942 in Lake Superior.

JUNE, 1948

The steamer *Adam E. Cornelius* of the Boland & Cornelius fleet sailed from Manitowoc, Wisconsin on her maiden voyage as a self-unloader. Formerly the *Captain John Roen*, the ship was originally the *George M. Humphrey* of the Kinsman fleet, which sank in 1943 in the Straits of Mackinac after a collision with the *D. M. Clemson*. Abandoned by insurance underwriters, she was raised the next summer by Captain John Roen of Sturgeon Bay, Wisconsin in what was considered one of the most remarkable salvaging operations in Great Lakes history. He gained title to the ship, restored her to service and sold her to Boland & Cornelius.

JUNE, 1948

Plans to build the largest and fastest bulk cargo vessel on the lakes at the Lorain yard of the American Ship Building Company were announced by the Inland Steel Company of Chicago. Scheduled for delivery before the opening of the 1950 navigation season, the ship was to have an overall length of 668 feet, a molded breadth of 70 feet and an estimated capacity at intermediate draft of 20,000 long tons.

JUNE, 1948

The *Crispin Oglebay*, converted to a self-unloader from the conventional bulk freighter *S. B. Way*, was christened in Cleveland at the East 9th Street Pier. The ship, with a capacity of approximately 10,500 tons of coal, was among the most modern of self-unloaders, able to unload 2,200 long tons of stone or 1,800 net tons of coal an hour. She was named in honor of the president of the Columbia Transportation Company, her owners.

JUNE, 1948

A heavy fog in Lake Superior brought death to two persons, injuries to three and damage to several freighters. The dead and injured were members of the crew of the steamer *J. P. Morgan, Jr.* which was in a collision with the steamer *Crete* off Devil's Island. Both steamers were badly damaged. The *Morgan, Jr.* received a huge hole in her bow and her forward deckhouse was almost demolished. The *Morgan, Jr.* reached Houghton, Michigan under her own power and finally was taken to Lorain for repairs. The *Crete* was repaired at Superior, Wisconsin. Earlier the same day the steamers *Clarke* and *Altadoc* and the latter's consort, the *Kenordoc*, collided near the Apostle Islands, without casualties.

JULY, 1948

The 53-year-old freighter *Penobscot* was sold by the Overlakes Freight Corporation of New York to the Nicholson Transit Company of Detroit, to be converted into a modern automobile carrier. The *Penobscot* was built in Bay City, Michigan in 1895, and after many years' service as a bulk carrier was bought by Captain William A. Nicholson of Detroit for conversion. In World War II she was used as a bulk carrier for carrying iron ore by the War Shipping Administration. Nicholson is giving the ship new fireproof cabins and quarters, fore and aft, in her latest face lifting.

JULY, 1948

The U. S. S. *Sable*, formerly the passenger liner *Greater Buffalo*, operated by the Detroit & Cleveland Navigation Company and in World War II a Great Lakes aircraft carrier used by the navy for training student flyers, was sold for scrap. The *Greater Buffalo* was a sistership of the *Greater Detroit*. The *Sable* was towed from Chicago to Hamilton, Ontario for dismantling by the Steel Company of Canada. The ship's width, more than 100 feet across her paddle boxes, had to be cut down to allow her to pass through the Welland Canal.

AUGUST, 1948

The historic freighter *Samuel Mitchell* was beginning life anew. After having spent the winter and spring at Sturgeon Bay, Wisconsin, being converted into a self-unloader, the ship resumed her role as a cement carrier for the Huron Transportation Company of Detroit. This role had been interrupted in World War II when the government took her over in 1942, and converted her for salt water at New Orleans. For the next five years the *Mitchell* carried coal between Newport News, Virginia and Boston. The vessel, built in Cleveland in 1892 by the old Globe Iron Works as an ore and coal carrier, was named after a widely known mining engineer, who owned her for a time.

AUGUST, 1948

The dangerous Superior Shoal in northeastern Lake Superior, upon which several ships which mysteriously disappeared in the last 40 years were believed to have foundered, has been conquered.

After years of futile efforts, the Canadian Department of Transport finally succeeded in anchoring a lighted whistle buoy, showing a flashing white light, in 45 fathoms. Among ships believed to have foundered on the shoal were the minesweepers *Cerisolei* and *Inkerman*, built in World War I at Fort William, Ontario for the French government. They disappeared in a gale November 24, 1918, losing their crews of 76 officers and men.

NOTES

The City of St. Joseph

LATE IN THE autumn of 1942 one of Captain Roen's tugs was pulling two barges down Lake Superior when a storm arose. The towlines broke and both the barges were wrecked. One barge was the *City of Saint Joseph*—many years ago a crack passenger vessel in Lake Michigan's Graham and Morton Line.

It was in the early seventies that Captain John Graham of St. Joseph foresaw the trend of events, and came to the conviction that a fast steamer line from the orchard lands of western Michigan to the markets of Chicago would be a money maker. Enthusiastic over his idea, he travelled to Chicago and laid his plan before J. Stanley Morton, Chicago capitalist. Morton agreed to finance the line. Thus was begun that steamer line, so dearly remembered by three generations of Chicagoans as "The Dustless Road to Happyland."

The G. & M. Line had many well known ships in its early roster, like the *Lora*, *Mary*, *May Graham*, *Puritan* (First and Second), and the lost *Chicora*. The flagship of the fleet in 1890 was the palatial sidewheeler *City of Chicago*, a speedy white hulled 230 footer, with all the gay trappings of the Victorian era.

In 1915 she was lengthened thirty feet, and had her two side by side funnels replaced with a large central one, and was renamed *City of Saint Joseph*. She sailed with the line until 1929, and carried the colors of the Goodrich Line after the merger of the two lines in 1925.

Roen bought several of the abandoned sidewheelers in the middle thirties, and

of these two at least were used as barges in the pulpwood trade, the *City of Saint Joseph* and the *Leona* (ex *City of Saugatuck*, ex *City of Alpena II*).

REV. EDWARD J. DOWLING, S.J.

The Nassau

LAST SUMMER I had an opportunity to go ship-hunting with my camera along the banks of the Calumet River at South Chicago. Out near 104th Street I saw the spars and superstructure of a sizeable steamer over some dock sheds. Crossing to the opposite bank of the river at the nearest bridge, I found a spot to get an unobstructed view of the vessel, and reading its name, discovered I was looking at a very old ship. It was the converted sand dredge *Nassau*, owned by the Fitzsimmons and Connell Dredge and Dock Company.

To refresh our memory, let us recall that the *Nassau* was built in 1893 at Buffalo as the *George J. Gould*—a steel package freighter owned by the Wabash Railway's Fleet, the Lake Erie Transportation Company.¹ In her early days her main route of service lay between Buffalo and Toledo. There were four well remembered ships in that line—the wooden sister-vessels *John C. Gault* and *Russell Sage*, and the larger steel pair *S. C. Reynolds* and *George J. Gould*.

In the early years of the twentieth century the Wabash Line withdrew from the field. The *Gault* and *Sage* and a few other wooden steamers were sold and cut down

1. See *The Vanishing Fleets*, INLAND SEAS, January 1946.

for the coal and lumber trades. The *Reynolds* and *Gould* were sold to Erie's Union Steamboat Line. Shortly afterward the latter was renamed *Granville A. Richardson*. She carried the line's striped funnel until 1915 when the railway fleets were gathered into the fold of the Great Lakes Transit Corporation. A year later the ship was sold to James Playfair of Midland, Ontario, and was renamed *Glencairne*. After about ten more years, the Illinois Sand and Dredge Company of Chicago bought the *Glencairne* and the *Glenbrae* (ex *Brazil*) and renamed them *Nassau* and *Brazil* and used them to carry sand for the filling in of the land for Chicago's South Shore Drive. After the completion of this sizeable project the two ships lay idle in South Chicago for some years. In the late thirties the *Nassau's* present owners bought her, and had her completely reconditioned, and have since kept her in readiness for any major project.

The accompanying photograph shows that her lines are still trim as in the early days. Unlike many ships converted into sandsuckers, her cumbersome machinery has not greatly altered her appearance.

Fifty-three years on the Great Lakes, her life covers the rise, the peak years, the decline and the extinction of the great package freighter fleets, of which she was once a proud member. What a story this old hull could tell!

Were one to motor out along Chicago's superb Shore highway, he would look out over the lake and, alas, see none of the package freighters speeding along the horizon. However, he might find a little consolation in the reflection that beneath the concrete lane his car rides on, lies the solid sand foundation brought in by the old *Nassau*.

—REV. EDWARD J. DOWLING, S.J.

Index to INLAND SEAS

THE INDEX to VOLUME 2, long overdue from the printer, is now available on request. It is sent only to libraries, historical societies, and to those members who make application to the editor.

U. S. S. Michigan

THIS FAMOUS SHIP has been saved for posterity by the energetic group at Erie, Pennsylvania calling themselves Foundation for the U. S. S. *Michigan*, Inc. After 25 years of being strangled in Navy red tape and having baffled the Senate Committee on Naval Affairs, it was sold to the Foundation for an unnamed sum.

In Detroit a group has been formed named "Save the *Michigan*, Inc." The chairman is Captain L. J. Jacobi who is in command of the Michigan Naval Force. They are raising money for her restoration and renovation. The Erie group has made a contract with them, by which, if they raise sufficient funds by May, 1949 they will be given full title to the ship.

It is expected that it will become a floating museum, and future plans include towing her from port to port around the Great Lakes as a public exhibition.

The J. T. Wing

THE SCHOONER *J. T. Wing* has been made a part of the Museum of the Detroit Historical Society, and now lies in a berth at Belle Isle. A committee headed by ex-Senator Prentiss M. Brown, former head of the Office of Price Administration, raised nearly \$20,000 to recondition the *Wing*; various generous contributors supplied such items as poles to splice the masts, marine hardware, wire for the rigging, paint and labor. Formal presentation of the *Wing* was made during the summer of 1948, and accepted by Detroit's mayor, Eugene I. Van Antwerp.

The *Wing*, built in Nova Scotia in 1919, began her career as the *J. O. Webster*, in the Central American mahogany trade. Transferred in 1923 to United States registry, she carried lumber from Portland, Maine to Florida. There are suspicions that she also served as a rum runner.

Her present name dates from 1925, when Grant H. Piggott of Detroit bought her and sailed her there from Connecticut. For some years she carried pulpwood, lumber and logs between Green Bay, Port Huron and Detroit. From 1939 to 1943 she was

a Sea Scout training ship. Her last service was as a carrier of lumber for the Chipewewa Lumber Company of Sault Ste. Marie.

The *Wing* will attract many visitors when its exhibits are installed. The formal opening as a museum of Marine history will take place next spring.

Pretoria's Bell Found

PHILIP V. GUEDRY, a fireman, and Billy L. Six, seaman, attached to the coast guard station at Outer Island Light in Lake Superior, went fishing the other day near the station. From their small boat one of the men was attracted by a shiny object on the lake bottom. Getting a hold of it with a boat hook, they hauled it to the surface. It was a bell, 16 to 18 inches in diameter at the base. Etched into one side of it was the word *Pretoria*, a name which made front page headlines across the country 43 years ago last month. The relic was from the schooner *Pretoria*, which sank in a gale off Outer Island at 7:30 a. m., September 3, 1905.

The fishermen took their prize to the coast guard station, where it was put on display. Commodore J. A. Hirshfield, commander of the Ninth Coast Guard District, says it probably will be presented to the Great Lakes Historical Society, whose headquarters are here.

The *Pretoria*, of 2,790 gross tons, was built at Bay City, Michigan by Captain James Davidson, one of the best known shipbuilders on the lakes. Her keel was laid October 11, 1899, and she was launched July 26, 1900. The schooner was 350 feet long, with a beam of 45½ feet and a molded depth of 26 feet. She was valued at \$60,000. E. C. Davidson of Bay City, grandson of the shipbuilder, reports the ship had 11 hatches, each seven by 26 feet. Her aft cabins were all on the upper deck and her stern was "light and round, resembling the Davidson steamships."

The *Pretoria*, according to yellowed newspaper clippings, was bound from Superior, Wisconsin, to South Chicago in tow of the steamer *Venezuela* when a ter-

rific storm swept over the Apostle Island group on September 1 and 2. The schooner was carrying 5,042 gross tons of iron ore. When the ship foundered, after her towline parted, Captain Charles Smart and ten sailors put off in a small boat and started through the dangerous seas for land, 20 miles away. They fought the towering waves successfully most of the day, but in the late afternoon their boat capsized, throwing all hands into the water, five drowning. Captain Smart and the rest of his men succeeded in righting the boat and finally managed to reach the shore of Outer Island, a mile from the lighthouse. There they were found the next day by the crew of the *Venezuela* and taken to Ashland. The captain said that the *Pretoria's* towline had parted close to the steamer and that the drag of the heavy rope had much to do with rendering the schooner unmaneuverable.

The wreck now lies in 52 feet of water a mile and three-quarters northeast of Outer Island Light, and three or four miles northeast of the point where her bell was found.

—BERTRAM B. LEWIS

In the *Cleveland Plain Dealer*,
October 3, 1948

On Lake Erie in 1886

Steamer *Australasia*, Lake Erie, July 10, 1886.

NEVER DID two tired college men start upon a trip promising more of both pleasure and rest than the one we are now enjoying. Leaving Hillsdale Thursday afternoon, we arrived at Buffalo Friday morning. After breakfast we found, at his office, 202 Main Street, our friend James E. Davidson, to whose courtesy and generosity we are indebted for this season of rest and comfort. During the day we had the pleasure of meeting at their beautiful home on Lynnwood Avenue, all the other members of Mr. D.'s family, except the father, who was absent on business. In that great city of 275,000 inhabitants, the permanent residence of two of the presi-

dents, the Davidson home is one of the most elegant. After dinner Mr. D. took us in his carriage through the principal residence streets, paved with asphalt pavement, smooth as glass; also over eight miles of broad drives of the same material in the City Park and Woodlawn Cemetery. This park is a model of beauty, with its hundreds of broad acres of well kept lawn. A very large artificial lake, well stocked with many kinds of fish and waterfowl, is one of the attractions. Professor Gardner enjoyed this feature greatly.

During the day, we were taken down to the steamer *Australasia*, and introduced to the officers with whom we are to make this trip. This Saturday morning, we left for Erie, Pennsylvania, where the steamer and her consort *Alverson*, a large schooner, will take on the cargo for Lake Superior. The *Australasia* is the largest steamer on the lakes. Her length is 305 feet, beam 40 (?) feet, depth of hold 22 feet, draft 17 feet, two engines 800 horse power each, carrying capacity 2,700 tons. Her consort is a three mast vessel, 210 feet long, 30 feet beam, with a carrying capacity of 1,500 tons. Captain Anson W. Reed of the steamer, and Captain David Matteson of the schooner, are very pleasant, affable gentlemen, as are also their subordinate officers and assistants, and make us feel perfectly at home. We occupy for our private quarters a large room forward, neatly furnished with Brussels carpet, curtains, nice clean bedding, easy armed chairs, etc., etc. The Captain extends to us the freedom of his cabin, the use of books, charts, glasses, etc., in fact the privilege of the whole boat. The steward and his wife are very pleasant people. They have with them their little daughter, six years old, whose brightness gives sunshine to all on board. Everything is kept scrupulously clean. The table is set in the cabin aft and furnished bountifully.

We could not have been so comfortably situated, or made so much at ease, on the finest passenger vessel. We shall enjoy the trip more than a voyage across the sea.

All day we have traveled in sight of the fine country and beautiful towns on the south shore of Erie. The eye never wearies of looking, and admiration of the splendid view never ceases.

From the Hillsdale College *Herald*
Hillsdale, Michigan, July 15, 1886
Submitted by

CAPTAIN WILLIAM A. REED
Conneaut, Ohio

Marine Protest¹

Dominion of Canada

BY PUBLIC INSTRUMENT
OF PROTEST.

Be it known and made manifest, to all whom it doth or shall or may concern, that on the Twentieth day of September in the year of our Lord one thousand eight hundred and eighty two

Before me, George Moberly
a NOTARY PUBLIC, by Royal Authority duly appointed, in and for the Province of Ontario, residing
at Collingwood in the said County.

PERSONALLY APPEARED, Douglass Albert Tinkis passenger on board the said steam Propellor *Asia* of the Port of

St. Catharines, who
did solemnly declare and say as follows:

THAT, the said Propellor started on a voyage from Owen Sound on Wednesday night the Thirteenth day of September now last past at about Twelve o'clock midnight bound for the port of Sault Ste. Marie and intermediate ports — Wind apparently very light — had on board a mixed freight and a number of passengers, Proceeded until about Eleven o'clock on the morning of the fourteenth when I being in my berth asleep was awoke and called up by my Uncle who said as far as I remember that "the boat is gone I am

1. Original in possession of Mr. James McConnell, Jr. of Port McNicol, Ontario.

afraid," at that time it was blowing very hard and the boat rolling a great deal I went out on the deck with my uncle — and weather looked very wild I then went back into my room to get my life preserver and put it on, came out on deck again and remained there about half an hour when the boat seemed to careen over and go down when I climbed over the Hurricane deck and then got into one of the boats which was pushed off the Hurricane deck as the vessel was going down — afterwards so many people got into this boat that it upset I then left it & swam to another boat in which were the Captain, Mate, purser and some of the hands of the boat — This boat was upset & the purser was lost, subsequently the boat was righted and upset several times before striking the shore being righted when she struck, the only survivors when she struck the shore were myself and a Miss Morrison the bodies of the Captain, Mate a Mr. John Little a Mr. McAlpin and a Frenchman who all died in the boat being still in the boat.

Shortly after getting into the second boat I lost sight of the other boats and did not see them again.

And we severally do make this Solemn Declaration conscientiously believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of her Majesty's Reign, entitled "An Act for the suppression of voluntary and extra-judicial oaths."

DECLARED before me at
the Town of Collingwood
in the County of Simcoe
severally by the said
Douglass Albert Tinkis
this Twentieth day of
September A. D. 1882.

D. A. Tinkis

George Moberly
Not. Pub.

Owen Sound Monument

THE FIRST admiralty survey of Lake Ontario and Georgian Bay has been commemorated by the erection of a monument and tablet at Owen Sound. The organization responsible is the Historic Sites and Monuments Board of Canada. The tablet bears the following inscription:

In 1814-16 the first admiralty survey of Lake Ontario and Georgian Bay was undertaken by Admiral William Fitzwilliam Owen, after whom Owen Sound is named. His successor, Admiral Henry Wolsey Bayfield, completed the first survey of Lakes Erie, Huron and Superior in 1817-25. The work of these officers rendered great service to Canada by increasing the safety of navigation.

A fuller account of the work done by these men may be found in *Lake Huron*, by Fred Landon, a member of the editorial board of INLAND SEAS, and vice president of the University of Western Ontario.

Cleveland as a World Port

FIVE HUNDRED MILES from the nearest ocean, Cleveland will have had more than 60 calls from foreign ships when the 1948 season is ended — and this with a harbor that is ice-locked four to five months of the year.

Cleveland has long been known as one of the top ports of the Great Lakes . . . A typical shipping season, usually from some time in March to some time in November, will see about 9,000 vessels in and out of the harbor, carrying some 21,000,000 tons of cargo.

Large quantities of iron ore, automobiles, grain, and general merchandise are brought into Cleveland every year from the upper Lakes for transshipment to the rest of the United States . . .

There are today more than 500 firms listed as members of the Cleveland World Trade Association, an affiliate of the Cleveland Chamber of Commerce, and the 1947 export volume amounted to several hundred millions of dollars . . . Cleveland-

made products going into export constitute a long list, headed by iron and steel products, machine tools, automotive parts, paints and varnishes, electrical equipment, chemicals, foundry equipment, heating and air-conditioning units, aluminum and magnesium products, clothing and textiles—to name a few. In addition to direct exporting, many Cleveland firms have established branch manufacturing or assembly plants abroad . . . All of

this area's foreign traders are not interested solely in exports . . . Exact figures are impossible to obtain, but the best estimates indicate that imports into Cleveland have tripled in the past ten years. Most of these come in through the sea-boards, but last year nearly \$30,000,000 worth cleared through the Cleveland Customs.

Foreign Commerce Weekly,
October 30, 1948.

The Steamship Historical Society of America Affiliates

A BULLETIN of September 25, 1948 to all members of the Steamship Historical Society of America announces that their Executive Committee met at Mystic, Connecticut on September 11 and voted to accept subject to confirmation of the membership, the invitation of the Marine Historical Association, Inc. of Mystic to

affiliate with them and share their headquarters in a specially assigned room. S. H. S. A. feels they are most fortunate to have the opportunity of working more closely with M. H. A. and states they will continue to cooperate as usual with all regional museums on matters pertaining to steamboats and steam boating.

Meaning of Escanaba

THE NAME Escanaba has a Chippewa Indian origin, but in the attempts to define the meaning of the word, a mild argument ensues. Noted authorities on the Chippewa Indian language and dialect have given a variety of translations of the name, although the one generally accepted is Flat Rock. Father William F. Gagnieur of the Soo, one of the last of the Jesuits to work among the Indians, who has devoted a lifetime study to their speech, believes the name originally came from Eshkanabing, meaning "the place where the horned Manito appeared," i.e. in the water.

In the *Origin of Certain Place Names in the United States*, (2d ed., Washington, 1905, p. 120) compiled by Henry Gannett, United States Department of the Interior, Haines is mentioned as the authority for the statement that Escanaba is a Chippewa Indian word meaning Flat Rock. But other authorities, according to the publication, state that it is "a young male quadruped." This is the only reference that might be construed into

"Red Buck" but is rather far fetched.

The Chicago and North Western Railway issued a booklet on the origin of place names on various lines of its system. They claim that Escanaba comes from the anglicization of the original Chippewa Indian name So-Schon-Hic—meaning Flat Rock, a name which was given to the river because of the bed of flat limestone rock.

The late Peter White, in an article published in the *Michigan Historical Collections*, says: "It is worthy of remark that the founders of towns throughout the Upper Peninsula have been careful to honor the names of the Jesuit Fathers, who were the first explorers of the region, and to preserve Indian names wherever they were euphonious and descriptive—Escanaba which is Flat Rock, so called by the Chippewa Indians because the river flows over a flat stratum of limestone near its mouth."

Walter R. Nursey says in his *City of Escanaba, Michigan, U. S. A.* (Escanaba,

Cates, 1890) "Escanaba, which translated from the Chippewa, means Flat Rock."

Such a variance in translations leads one to think that the authorities are not up on their stuff. Yet, one must remember that in the English language many a word has a group of different meanings, and whether it is Escanaba, Escanabaw, Escanabay, or Esconawba, it is generally accepted as meaning Flat Rock and nowhere in the old records do I find the translation of the "Land of the Red Buck."

—R. A. BROTHERTON.

A New Compliment

INLAND SEAS has received the compliment of inclusion in the *Annual Magazine Subject Index*. This is a publication which libraries find very useful, indexing as it does many of the most important magazines of this country. Inclusion in it means that the abundant material on the Great Lakes which INLAND SEAS tries to

provide, will become readily available to inquirers everywhere.

In the letter announcing that this magazine will hereafter be indexed, Miss Anne Sutherland, editor of the *Annual Magazine Subject Index*, speaks of the attractiveness of the format of INLAND SEAS and the interest attaching to both contents and contributors.

Break For Small Yachts

SMALL BOAT OWNERS who do not belong to a regular yacht club get a break. In its closing days both houses of Congress passed a bill introduced by Congressman Alvin F. Weichel of Sandusky, whereby owners of small recreation craft in Canada and the United States may enter either country free of custom inspection charges. Heretofore this privilege has been restricted to boats registered from organized yacht clubs. Now, thanks to Congressman Weichel, all will fare alike, and much annoyance will be saved.

The Great Lakes in Print

An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

The Atlantic, June, 1948, pp. 60-64. The Iron We Need, by Clarence B. Randall.

Canadian Geographical Journal, September, 1948, pp. 118-129. The Penetanguishene Peninsula, by William C. Wonders.

Cleveland Plain Dealer, August 1, 1948, Pictorial Magazine, pp. 12-14. Foreign Ships in Cleveland, by Larry Hawkins.

The Cleveland, August, 1948, p. 18. Good Neighbors, by Mary Hirschfeld.

Mid-America, July, 1948, pp. 152-176. October, 1948, pp. 233-256. Cadillac at Detroit, by Jean Delanglez.

October, 1948, pp. 219-232. The Background of the Chicago River and Harbor Convention, 1847.

Ohio State Archaeological and Historical Quarterly, July, 1948, pp. 237-246. The Milan Canal, by Charles E. Frohman.

July, 1948, pp. 227-236. Sandusky, pioneer link between sail and rail, by Leola M. Stewart.

Sports Afield, November, 1948, p. 48. Running sores on our land, part 3 — the Great Lakes Basin, by Bill Wolf.

Wisconsin Magazine of History, June, 1948, pp. 412-417. Highlights of Manitowoc, by Ralph G. Plumb.

This Month's Contributors

CHARLES ARMSTRONG of The Citizens Bank of Cape Vincent, New York, writes extensively for local papers on regional history.

DR. J. A. BANNISTER of Port Dover, Ontario is a retired educator and author whose hobby is local history.

DANA THOMAS BOWEN is the author of the well known volumes *Lore of the Lakes* and *Memories of the Lakes*.

MARIE GILCHRIST is associate editor of the *Readers Digest* and author of several volumes of poetry and other writings.

ELSIE M. JURY assists her husband Wilfred Jury in research and record keeping of his archaeological investigations. She was formerly on the staff of the Toronto Library and of the Library of the University of Western Ontario.

AL MASTICS is a Cleveland lawyer, yachting editor of the *Cleveland Plain Dealer* and Secretary of the Great Lakes Historical Society in 1947-8.

ANNA MOORE is reference assistant in the Burton Historical Collection of the Detroit Public Library. She has special

access to material in the Detroit Office of the U. S. Lake Survey because her father has been long connected there.

One of the most honored members of GLHS, Mr. Jos. E. Bayliss of Sault Ste. Marie writes about CAPTAIN LAUCHLEN P. MORRISON as follows: "We have known the Captain ever since he came to the Sault in 1891. Known to everyone as 'Loch' he was perhaps the most popular and certainly the ablest of the many assistant engineers serving the Sault. I worked with him for several years beginning in 1892 and have been in touch with him ever since while he served with the engineers in New York, on the Gulf Coast and in France during World War I, where he was wounded in battle, resulting in a year or so in Ford Hospital, Detroit. 'Loch' was lots of fun and his men always loved and admired him."

MENTOR L. WILLIAMS, Associate Professor of English, Illinois Institute of Technology, has written two previous articles for INLAND SEAS relative to Horace Greeley and his times.



Book Reviews



SEAMANSHIP BELOW DECK, by Ruth Brindze. New edition. N. Y., Harcourt, Brace, 1947. \$4.00.

A godsend for the woman whose husband wants a boat! Here are suggestions about buying the boat, space planning, bedding, clothing, plumbing, heating, lighting, and ventilating, children, dogs, seasickness, first aid, cleaning, cooking — all the ways of lessening the work and increasing the pleasure of shipboard life, especially from the housekeeping angle. Much of the information will be of interest and help to men also.

A very useful feature is the buyer's information on every item of equipment below decks. The author has been chairman of the Consumers' Council of Westchester County, New York, and has written several books on buying and "stretching your dollar." She names brands, tells where articles may be bought, and gives approximate prices. This information will save a lot of trouble for anyone just starting out, or buying new equipment. Her suggestions on care and cleaning are equally valuable.

This is the second edition of a book first published in 1939. There are two new chapters, on children and on refrigeration, and the chapter on radio in the earlier edition has been omitted.

—L. B.

THE CHICAGO WATER DIVERSION CONTROVERSY, by Herbert H. Naujoks. Milwaukee, Great Lakes Harbor Association, 1947. For free distribution.

This is a book which it would seem unsafe to bring into Chicago, yet it is written by a Chicagoan, the general counsel of the Great Lakes Harbor Association. It is reprinted from the *Marquette Law Review*, and gives the history and legal developments of this famous controversy, with some frank opinions about it.

The Chicago Drainage Canal, the cause of all the shooting, was foreseen as early as 1822, when an amendment to the act enabling Illinois to organize as a state set aside a narrow strip of land for a proposed canal that should link Chicago by water with the Illinois River. After further congressional and state enabling acts, the Illinois and Michigan Canal was completed in 1848, part of it on the route of the present Drainage Canal.

In 1856 Chicago began its practise of pumping sewage into the Chicago River. This made the river so offensive that the canal was more than once enlarged or altered. Finally the Drainage Canal was constructed, being opened on January 17, 1900. It had two effects, the flushing of sewage, and the reversal of the flow of the Chicago River, which now flows away from Lake Michigan. A third, which may have influenced considerably the desire for the canal, was the establishment of a profitable source of waterpower.

In 1913 Chicago petitioned for permission to divert 10,000 cubic feet of water per second from Lake Michigan, for the benefit of the Drainage Canal. This request was rejected by no less a personality than Henry L. Stimson, then serving the first of his two widely separated terms as Secretary of War. A federal suit to limit the diversion to 4,167 cubic feet per second was filed on October 6, 1913, but was held up without decision for no less than nine years by Judge Kenesaw M. Landis, who then resigned to become czar of organized baseball. His successor heard arguments on the case, and then decided for the United States, a decision which the Supreme Court upheld.

In the 1920's the states of Wisconsin, Minnesota, Ohio, Pennsylvania, Michigan and New York entered the legal battleground, seeking to enjoin Illinois and Chicago from diverting water from Lake Michigan. Charles E. Hughes, later chief justice, was appointed Special Master by the Supreme Court. As a result of his findings the court ordered a gradual reduction in diversion, to bring the figure down to 1,500 cubic feet per second after December 31, 1938. More legal battles followed, and attempts to get Congressional legislation that should authorize extra diversion. These efforts are still continuing.

Those favoring diversion may question Mr. Naujoks' historical data or his conclusions from them, but he has compiled an interesting and thorough report on one of the most hotly contested legal battles in the history of the Great Lakes.

—G. W. T.

THE NEW YACHT RACING RULES, by Robert N. Bavier, Jr. New York, W. W. Norton, 1948. \$2.75.

A careful interpretation with clear, accurate perspective drawings and fine photographs of the new yacht racing rules, prepared by the Committee in Revision of Racing Rules of North American Yacht Racing Union. Author is associate editor of *Yachting* and an ardent yachtsman. In the first chapter the history of the new rules and the major differences between the new and old rules are discussed. Other chapters describe Rule 29, *Definitions*, and Rule 30, *Right of way* in detail. These two rules were adopted in the winter of 1948 as official racing rules of this country. Two final chapters are: *How new rules affect racing tactics* and *Complete racing rules*.

Subsequent editions of this book will discuss other sailing rules, which are now undergoing further study and revision. These are sailing rules other than right of way, signals, management of races, rules on protests and appeals, and rules of special applications. The author stresses the importance of knowing new rules in winning races and the fact that the new rules are shorter and easier to interpret than the old.

—G. H.

THE FLORA OF THE ERIE ISLANDS, An Annotated List of Vascular Plants, by Earl L. Core. Columbus, Ohio State University, 1948. (Contributions of the Franz Theodore Stone Laboratory, no. 9.)

SOUTH BASS ISLAND AND ISLANDERS, by Thomas Huxley Langlois and Marina Holmes Langlois. Columbus, Ohio State University, 1948. (Contributions of the Franz Theodore Stone Laboratory, no. 10.)

The Franz Theodore Stone Laboratory of Ohio State University, located at Put-in-Bay and devoted to biological research, has been publishing contributions since 1928, but for obvious reasons has issued none since 1938. Now two welcome new pamphlets appear simultaneously.

Articles on the scientific aspects of the Great Lakes have not been often printed in *INLAND SEAS*, but are none the less acceptable. Core's study includes, besides a classified list of plants and the islands on which they have been found, comments on the geology, soil and climate of the Lake Erie islands, and a description of them, which even non-botanical readers will enjoy. The 106-page book is liberally illustrated with photographs, and has maps and temperature tables.

Less special in character is the account of South Bass Island by Thomas Huxley Langlois, director of the laboratory, whose articles are well known to readers of INLAND SEAS, and Mrs. Langlois. This is a detailed history of the island, of which Put-in-Bay is the best-known settlement, its life and industries, and a chronological list, from 1811-1945, of some of the chief islanders and the year in which they first settled here. The chapter on transportation will interest all who want to know about lake boats and boat captains. Like the Core pamphlet, this 139-page book has many illustrations; it has also an appendix of early documents.

—G. W. T.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC. REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933.

Of INLAND SEAS, published Quarterly at Cleveland, Ohio, for December 31, 1948,

State of Ohio,
County of Cuyahoga.

Before me, a Notary Public in and for the State and County aforesaid, personally appeared Donna L. Root, who, having been duly sworn according to law, deposes and says that she is Editor and managing editor of INLAND SEAS and that the following is, to the best of her knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulation, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are: Publisher, Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio; Editor and Managing Editor, Donna L. Root, 325 Superior Avenue, Cleveland 14, Ohio; Business Managers, None.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, if given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is _____. (This information is required from Daily, Weekly, Semi-weekly and Tri-weekly publications only.)

DONNA L. ROOT,

Editor and Managing Editor.

Sworn to and subscribed before me this 21st day of December, 1948.

LEO P. JOHNSON,

Notary Public.

(My commission expires Nov. 9, 1951.)

THE GREAT LAKES HISTORICAL SOCIETY

IS A NONPROFIT ORGANIZATION SPONSORED BY THE CLEVELAND PUBLIC LIBRARY

Its objectives are to:

Promote interest in discovering and preserving material on the Great Lakes and the Great Lakes area of the United States and Canada, such as books, documents, records and objects relating to the history, geography, geology, commerce and folklore of the Great Lakes.

Centralize information regarding such collections through the co-operative efforts of local historical societies and libraries throughout this area.

Sponsor an inclusive bibliography or finding list of materials on Great Lakes history and historical material scattered over the entire area and to be found in public, private and college libraries, in historical societies and religious institutions of the United States and Canada.

Publish INLAND SEAS, a quarterly bulletin containing articles and memoranda pertinent to the interests of The Great Lakes Historical Society and those interested in the history and commerce of the Great Lakes.

The Great Lakes area is the richest in the world, with a fascinating and romantic history. The Society is working for public appreciation of the courage, enterprise and sacrifice of our people who built up this great region and for permanent preservation of its history.

Annual membership fees of the Society are used for the publication of INLAND SEAS, for costs of preparation of the Lakes bibliography, and for any other projects approved by the Board of Trustees.

It offers three types of membership: Life (individual or organization), \$100.00; Sustaining (individual or organization), \$10.00 or more annually; Annual Membership (individual or organization), \$5.00 annually. Please make checks payable to The Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

Officers

ALVA BRADLEY, *President*

CLARENCE S. METCALF, *Executive Vice-President*

A. A. MASTICS, *Secretary*

LEO P. JOHNSON, *Treasurer*

Trustees

JOSEPH E. BAYLISS

FREDERICK F. HILL

CHASE S. OSBORN

JOHN J. BOLAND

CAPTAIN H. C. INCHES

CLARENCE B. RANDALL

ALVA BRADLEY

HARRY C. KENDALL

O. A. REYNOLDS

GEORGE CUTHBERTSON

E. J. KULAS

LOUIS C. SABIN

CAPTAIN R. W. ENGLAND

JOHN A. LOWE

C. W. STAGE, JR.

ROY F. FLEMING

A. A. MASTICS

GORDON W. THAYER

CHARLES E. FROHMAN

WILLIAM A. McDONALD

DR. WAYNE L. TOWNSEND

MILTON S. GALLUP

CLARENCE S. METCALF

JOHN S. WORLEY

LAURENCE H. NORTON

